ANNUAL REPORT

OF THE

DEPARTMENT

OF

TRANSPORTATION

& PUBLIC WORKS

FOR THE PROVINCE OF

Prince Edward Island

FOR THE PERIOD ENDED MARCH 31st

1985

PETER M. POPE
Minister of Transportation and Public Works

This Report was prepared by the previous Minister for Tabling during the 4th Sesion of the 56th General Assembly of the Legislative Assembly; however, the Assembly was dissolved before the Report could be Tabled.

The Report is now being Tabled by the Minister of Transportation and Public Works, the Honourable Robert Morrissey.

TO HIS HONOUR

THE HONOURABLE LLOYD G. MacPHAIL
Lieutenant Governor of Prince Edward Island

May It Please Your Honour:

I respectfully submit herewith, for the information of Your Honour and the Legislature of Prince Edward Island, the Annual Report of the Department of Transportation and Public Works for the fiscal year ended 31 March 1985.

I have the honour to be, Sir

Your obedient servant,

Peter M. Pope

Peter M. Pope
Minister

The Honourable Peter M. Pope,
Minister of Transportation & Public Works
Province of Prince Edward Island.

Sir:

As I was not associated with the Department of Transportation and Public Works during the period covered by this Report, I do not consider it appropriate for me to comment to any extent on the work of the Department during that period. I would like, however, to commend my predecessor, Mr. G. D. Dennis, and his staff, for completing the work on a new policy manual during the year under review. This manual should prove invaluable to the Department in providing a high degree of consistency of programs and services to the Island public.

The activities of the respective Divisions are recounted in the following pages of this Report.

Respectfully submitted,

Lorne R. Moase,
Deputy Minister.

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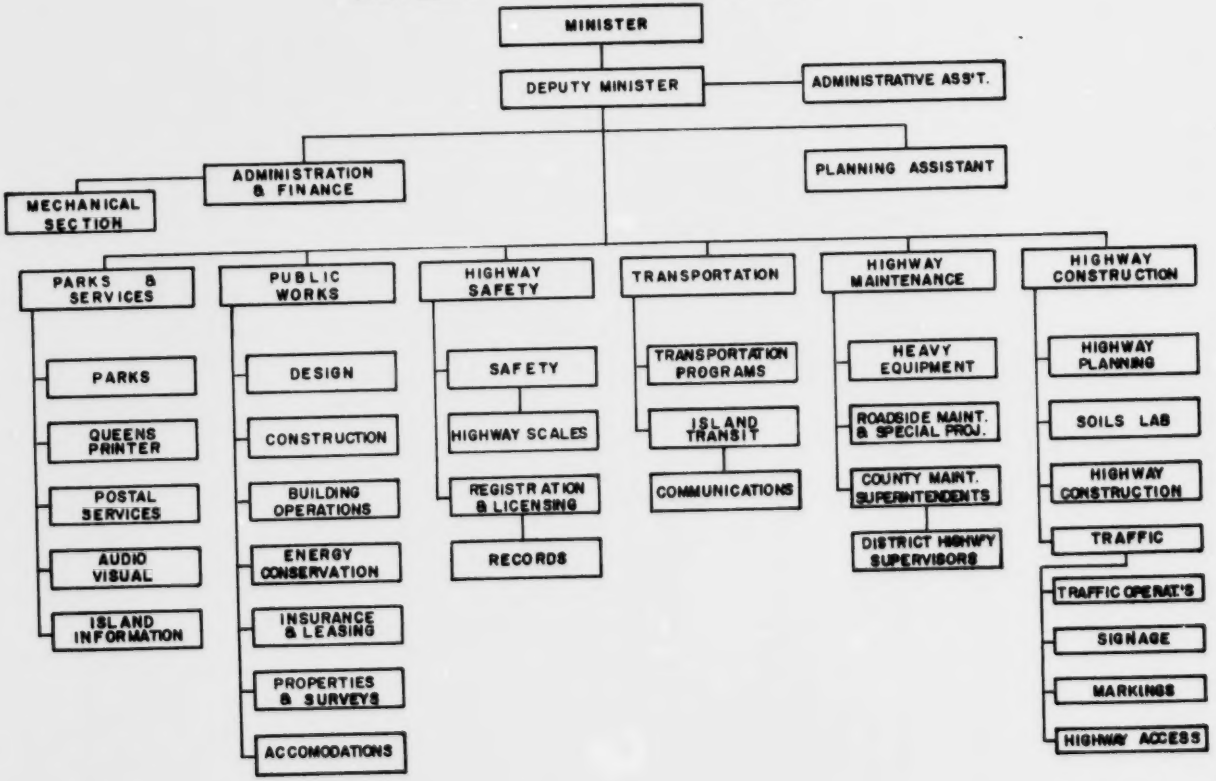
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



AS OF MARCH 31, 1985

PERSONNEL

Minister of Transportation & Public Works		Honourable Gordon Lank
Deputy Minister of Transportation & Public Works		G. Douglas Dennis
HIGHWAY CONSTRUCTION DIVISION		Thomas W. Walker
Highway Planning		Mike Bailey
Soils Lab		Lee Bell
Construction		Arthur Garrett
Traffic, Signage & Markings		Allan Bartlett
HIGHWAY MAINTENANCE DIVISION		George Trainor
Heavy Equipment & Snow Removal		Cyrus MacEachern
Roadside Maintenance & Special Projects		James Molyneaux
County Maintenance Superintendents:		
Prince County Superintendent		Wayne Peters
District Highway Supervisors –	Prince 1	Brenton Phillips
	Prince 2	Frank MacKinnon
	Prince 3	Keith Sudsbury
	Prince 4	Alastair MacLeod
	Prince 5	Alden Ryder
Queens County Superintendent		Rodney Walsh
District Highway Supervisors –	Queens 1	Donald Dickieson
	Queens 2	Clayton Coles
	Queens 3	Bennett MacIsaac
	Queens 4	Richard Rooney
	Queens 5 & 6	Leonard McCabe
Kings County Superintendent		Leonard Williams
District Highway Supervisors –	Kings 1	George Saville
	Kings 2	Robert Rowell
	Kings 3	Raymond Acorn
	Kings 4	Irving MacKay
	Kings 5	George MacPherson
ADMINISTRATION & FINANCE		P. Joseph Murphy
Mechanical – Charlottetown		Herbert MacDougall
Mechanical – Summerside		Eric Campbell

PARKS & SERVICES DIVISION	
Parks West	Douglas Murray
Parks East	Garth Gillespie
Visitor Services	Harry Simmonds
Parks Resources	Dave Mills
Queens Printer	Bruce Smith
Postal Services	William Auld
Audio Visual	Leo Gallant
Island Information Services	Brian Willoughby
	Frank Arsenault
PUBLIC WORKS DIVISION	Joseph Caswell
Design	Foster Miller
Construction	Richard MacKinnon
Building Operations	Eric Arsenault
Insurance & Leasing	Keith Mollison
Accommodations	Milan Radanovich
Properties & Surveys	Clifford Campbell
HIGHWAY SAFETY DIVISION	Glen Beaton
Safety	Fosh McNally
Registration, Licensing & Records	Joseph Gallant
TRANSPORTATION DIVISION	Kenneth MacKenzie
Transportation, Communications & Island Transit	John Kane

HIGHWAY CONSTRUCTION DIVISION

CHIEF ENGINEER'S REPORT 1984-85

SHARED COST PROJECTS

Six tenders were called for work under Phase II of the Highway Strengthening Agreement this year. Two of these were to complete projects on Route 2 between Kensington and Grahams Road. Stage One of this work was begun the previous year. There were two tenders called for work on the Western Road between Richmond and the Ellerslie Road. This work was scheduled to be completed in this year; however, one project was delayed due to weather and will be completed in the 1985 construction season. A portion of Route 2 between the Clyde Road and the Smith Road was tendered in 1984. This was work for Stage I of a two stage project. The Stage I tender was completed as scheduled in 1984. A tender for Stage I work on the Western Road between the Allan Road and Ellis River Bridge was called as well this year. This stage of the project was completed, Stage II will be called in the next construction season.

This was the first year for work on arterial highways to be carried out under the Canada/Prince Edward Island ERDA Subsidiary Agreement on Transportation Development. Two tenders were called on major provincial highways which include a section of the Montague Road between Vernon River and Millview, a section of the Western Road between Alma and Profits Corner. These contracts were scheduled for a two-year period. The contract for the Seven Mile Road which was begun under the cost sharing agreement between the Province and the Federal Government and the Department of Regional Economic Expansion in 1982 was completed under the Subsidiary Agreement on Transportation Development. This work completed the Stage I phase on the Seven Mile Road. Stage II work will be carried out in the coming season.

PROVINCIAL RECAP PROJECTS

This is a major new program which involves ungrading and strengthening the pavement on the province's rural road network. The existing pavement is repaired where necessary and repaired with an asphalt surface of sufficient thickness to carry heavy traffic through the spring season when the roads are normally weak. With the introduction of this program the emphasis has moved away from the paving of unpaved road to the upgrading of existing rural pavements. Twenty-four tenders were called for 74.69 kilometres of recapping under this program, of which 66.56 kilometres were completed. The Bedford Road contract was extended 0.03 kilometres.

In addition to the above, a tender was called for the upgrading of 2.10 kilometers of Riverside Drive from the Hospital Road to Kensington Road, a section of Route 1A at North Bedeque, 0.60 kilometres in length was recapped, a frost heave 0.10 kilometres long was repaired on the Lovehead Road, and 1.10 km was recapped at Fortune, which totals 70.6 kilometres of repaired and recapped provincial rural highways.

PROVINCIAL PAVING PROGRAM

Tenders were invited for the upgrading of the Intersection at Allan Street and Mt. Edward Road and for work at the foot of Prince Street.

Tenders were called for upgrading the CFB Access Road Intersection on the Western Road in St. Eleanors. There was 1.26 kilometres of new pavement placed on various rural roads throughout the province under this program. The majority of work in the area involved placing asphalt seal on work left from the previous year. This, in addition to new work sealed, totalled 61.4 kilometres.

A tabulation by county for the above program is included in this report.

BRIDGE CONSTRUCTION AND MAINTENANCE

No major bridges were built during this construction season; however, there were twenty-eight small crossings repaired or replaced. This work was carried out by two government crews and one contractor's crew. Included in that number is the repairs carried out to Oyster Bed Bridge which included repairing abutments and replacing the bearings and to Goffs Bridge which included driving new piles and replacing a pile cap. The individual bridges worked on during this season are tabled later in this report.

Reports from the Highway Planning Section, the Soils and Materials Section and the Traffic Engineering Section are included as part of this report.

HIGHWAY STRENGTHENING ENGINEER'S REPORT 1984-1985

Asphalt base was placed on 21.20 km of highway of which 4.20 km of old pavement was rehabilitated. Asphalt base was placed on 3.50 km of previously built road.

A levelling course of asphalt seal was placed on 9.20 km of old pavement before asphalt base was placed.

Asphalt seal with imported aggregate was placed on 12.92 km of highway that was constructed previously.

Local gravel was placed over rehabilitated pavement to a depth of 0.20 metres on the Clyde Road to Smith Road Project and 12.7 cm of asphalt base was placed on this section.

On the Allan Road to Days Corner Project, local gravel of varying depths was placed over existing pavement. Asphalt base was then placed to a depth of 10.16 cm on this project.

In the spring of 1985, we will test 8.5 km for strength to determine whether additional asphalt base will be required. These sections will then be sealed with 3.81 cm of asphalt.

The following is a tabulation by districts:

2nd Prince	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	New Recon.	To be Sealed
(Route 2)							
Line Road to Ellerslie Road				6.50	5.25	6.50	1.25
Subtotals				6.50	5.25	6.50	1.25
3rd Prince							
(Route 2)							
Allan Road to Days Corner		4.30		4.30		4.30	4.30
Richmond to Line Road				2.70		2.70	2.70
Subtotals		4.30		7.00		7.00	7.00
4th Prince							
(Route 2)							
County Line Road to Blueshank Road				2.50	2.90		
Blueshank Road to Kensington					3.01		
Subtotals				2.50	5.91		

1st Queens							
(Route 2) Grahams Road to County Line				1.0	1.76		
Clyde Road to Smith Road	4.20	4.20	____	4.20	____	4.20	4.20
Subtotals	4.20	4.20		5.20	1.76	4.20	4.20
2nd Queens							
(Route 2) Milton to Loyalist Road (Seeding)							
Loyalist Rd. to Brookfield (Seeding)	____	____	____	____	____	____	____
Subtotals							
TOTALS	4.20	8.50		21.20	12.92	17.70	12.45

ECONOMIC AND REGIONAL DEVELOPMENT AGREEMENT REPORT 1984-1985

1st Prince	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	New Pave	New Recon.	To be Sealed
Western Road (Alma to Profits Corner)	2.30	2.30	____	2.30	___	___	2.30	2.30
PRINCE COUNTY TOTALS	2.30	2.30		2.30			2.30	2.30
4th Queens								
Millview-Vernon River Road	1.02	1.02	1.02	1.02	___	___	1.02	1.02
QUEENS COUNTY TOTALS	1.02	1.02	1.02	1.02			1.02	1.02
3rd Kings								
7 Mile Road	1.82	1.82	____	1.82	___	___	1.82	1.82
Subtotals	1.82	1.82		1.82			1.82	1.82
5th Kings								
7 Mile Road	1.00	1.00	____	1.00	___	___	1.00	1.00
Subtotals	1.00	1.00		1.00			1.00	1.00
KINGS COUNTY TOTALS	2.82	2.82		2.82			2.82	2.82
ERDA TOTALS	6.14	6.14	1.02	6.14			6.14	6.14

PRINCE COUNTY PROVINCIAL RECAP REPORT 1984-1985

1st District	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	New Recon.	To be Sealed
Greenmount Road	3.10	3.10		3.10	3.10	3.10	
Boulter Road				1.35		1.35	1.35
Subtotals	3.10	3.10		4.45	3.10	4.45	1.35
2nd District							
Boulter Road	0.40			3.05		3.05	3.05
Coleman Road				2.00	2.00	2.00	
Subtotals	0.40			5.05	2.00	5.05	3.05
4th District							
Blueshank Road	3.60	3.60		5.80	5.80	5.80	
Kelvin Grove Road				2.23	1.00	2.23	2.23
North Bedeque Rd. (Route 1A)	0.60	0.60		0.60		0.60	0.60
Subtotals	4.20	4.20		8.63	6.80	8.63	2.83
PRINCE COUNTY TOTALS	7.70	7.30		18.13	11.90	18.13	7.23

QUEENS COUNTY PROVINCIAL RECAP REPORT 1984-1985

1st District	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	New Recon.	To be Sealed
Bedeque Road				5.50	5.50	5.50	
New London Road				0.90	0.90	0.90	
Subtotals				6.40	6.40	6.40	
2nd District							
Rustico Road	0.40			2.20		2.20	2.20
Wiltshire Road				2.20	2.20	2.20	
Kingston Road				1.70		1.70	1.70
Darlington Road				2.60		2.60	2.60
Kingston Road				3.10	3.10	3.10	
Subtotals	0.40			11.80	5.30	11.80	6.50
3rd District							
York Road				5.30		5.30	5.30
Bedford Road				2.80	2.80	2.80	
Covehead Road	0.10	0.10		0.10	0.10	0.10	
Subtotals	0.10	0.10		8.20	2.90	8.20	5.30
4th District							
China Point Road				4.50		4.50	4.50
Roseberry Road				2.00	2.00	2.00	
Belle River Road				1.20	1.20	1.20	
Subtotals				7.70	3.20	7.70	4.50
5th District							
Valhalla Drive	0.50		0.50	0.50	0.50	0.50	
Poplar Drive	0.40		0.40	0.40	0.40	0.40	
Riverside Drive	2.10	2.10		2.10		2.10	2.10
Subtotals	3.00	2.10	0.90	3.00	0.90	3.00	2.10
6th District							
C.T.C. Intersection (Lighting Materials) Lower Malpeque Rd.				1.70	1.70	1.70	
Subtotals				1.70	1.70	1.70	
QUEENS COUNTY TOTALS	3.50	2.20	0.90	38.80	20.40	38.80	18.40

KINGS COUNTY PROVINCIAL RECAP REPORT 1984-1985

1st District	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	New Recon.	To be Sealed
East Point Road				4.30	5.43		
Fortune Road	___	___	___	1.10	___	1.10	1.10
Subtotals				5.40	5.43	1.10	1.10
2nd District							
Bangor Road	___	___	___	3.86	___	3.86	3.86
Subtotals				3.86		3.86	3.86
3rd District							
Baldwins Road	0.80	0.80	___	5.52	5.52	5.52	___
Subtotals	0.80	0.80		5.52	5.52	5.52	
4th District							
Shore Road	___	___	___	1.60	1.60	1.60	___
Subtotals				1.60	1.60	1.60	
5th District							
Sailors Hope Road	___	1.45	___	1.45	1.45	1.45	___
Subtotals		1.45		1.45	1.45	1.45	
KINGS COUNTY TOTALS	0.80	2.25		17.83	14.00	13.53	4.96
PROVINCIAL RECAP TOTALS	12.00	11.75	0.90	74.76	46.30	70.46	30.59

PRINCE COUNTY PROVINCIAL PAVING REPORT 1984-1985

1st District	Grade	Stab	Gravel	Base	Seal	New Pave	Recon.	To be Sealed
Bernard Road					0.70			
Tignish (Property)								
*Harper Lane				0.04	0.04	0.04		
Subtotals				0.04	0.74	0.04		
2nd District								
*Penwarden Road					1.80			
Beaton Road					1.20			
Subtotals					3.00			
3rd District								
Acadian Village (Landscaping)								
Kinsmen Road					0.30			
Praught Road					0.60			
Subtotals					0.90			
4th District								
Old Princetown Rd.	0.83							
Blueshank Road					2.00			
Hamill Road					0.45			
Kelvin Grove Road					1.35			
MacIntyre (Clermont)					1.00			
Bedeque Intersection					0.24			
CFB Intersection	0.20		0.20	0.38	0.38			
Pine Drive (St. Eleanors)			0.03					
Victoria Street (Kensington)					1.50			
Subtotals	1.03		0.23	0.38	6.92			
5th Prince								
Duke Street					0.30			
Subtotals					0.30			
PRINCE COUNTY TOTALS	1.03		0.23	0.42	11.86	0.04		

QUEENS COUNTY PROVINCIAL PAVING REPORT 1984-1985

1st District	Grade	Stab.	Gravel	Base	Seal	New Pave	Recon.	To be Sealed
Cobb Road					0.13			
Barlow Road					0.14			
*Matheson Road					0.21			
*MacQuarrie Road					0.32			
Dock Road					1.00			
Inkerman Road					1.00			
Hurst Road	0.30							
Millvale Road	2.30							
St. Patricks Rd.	2.00							
Subtotals	4.60				2.80			
2nd District								
Molyneaux Road					0.27			
*Molyneaux Road					1.19			
Bedeque Road					0.58			
Kingston Road					1.00			
Cornwall Intersection (Landscaping)								0.30
Subtotals					3.04			0.30
3rd District								
Websters Corner					0.04			
Old Cardigan Road					0.30			
Vickerson Road					1.30			
Tracadie Hall Rd.					0.13			
Head of Hillsboro					0.75			
Bayside Drive (Easement)								
Spruce Lane (Seeding)								
Union Rd. (Fencing)								
Horne Cross (Seeding)								
Gardiner Realty Subdivision	0.01			0.01		0.01		
Corrigan Road	0.10		0.10	0.10		0.10		0.10
Subtotals	0.11		0.10	0.11	2.52	0.11		0.10
4th District								
Selkirk Road				2.60				2.60
Lewes Road					1.60			
Penn Point Road					0.90			
Subtotals				2.60	2.50			2.60
5th District								
MacWilliams Road					0.50			
Belvedere Ave. (Curb, Landscaping, Sidewalk)					0.60			
Allan St.-Mt. Edward Road Intersection					0.25			

5th District	Grade	Stab.	Gravel	Base	Seal	New Pave	Recon.	To be Sealed
Sherwood Estates (Shoulders)								
St. Peters Road (Street Lights)								
Perimeter Road (Property)								
Prince St. Wharf	0.50	___	0.50	___	___	___	___	___
Subtotals	0.50		0.50		1.35			
6th District								
Keith Lank's Subdivision	0.25	0.14		0.14	0.14	0.14		0.11
Parkside Drive					0.19			
Southview Estates Subdivision	0.34	___	0.34	0.34	0.34	0.34	___	___
Subtotals	0.59	0.14	0.34	0.48	0.67	0.48		0.11
QUEENS COUNTY TOTALS	5.80	0.14	0.94	3.19	12.88	0.59		3.11

KINGS COUNTY PROVINCIAL PAVING REPORT 1984-1985

1st District	Grade	Stab.	Gravel	Base	Seal	New Pave	Recon.	To be Sealed
Naufrage Road					0.51			
Sheep Pond Road					0.10			
Naufrage Road					1.10			
Main St., Souris (Sidewalk)								
Subtotals					1.71			
2nd District								
*MacKay Road					0.41			
*Goose River Road					1.56			
Southampton					1.04			
Subtotals					3.01			
3rd District								
Brothers Road					0.78			
*Millburn Road					1.31			
48 Road					0.97			
Subtotals					3.06			
4th District								
Lower Montague Road					0.60			
Gladstone Road					0.96			
*Murray Harbour Cemetary Road					0.16			
Wightmans Pt. Rd.					0.72			
Subtotals					2.44			
5th District								
Greenhill Road					0.24			
*Rileys Lane					0.10			
Lower Cardigan Rd.					1.50			
Burnt Point Road					0.46			
Subtotals					2.30			
KINGS COUNTY TOTALS					12.52			
PROVINCIAL PAVING TOTALS	6.83	0.14	1.17	3.61	37.26	0.63		3.11

*Single Lane Pavement 3.6 metres wide.

BRIDGE ENGINEER'S REPORT 1984-1985

In addition to the maintenance work consisting of replacing fill and rip-rap, making structural repairs and painting, the following is a summary of the new work carried out during the year.

PRINCE COUNTY

District	Name and Location	
1	Anglo Tignish	Constructed a creosote timber box 6' x 4' in section by 60' long.
1	Profits Corner	Extended a creosote timber box 10' x 7' in section by 108' long.
1	Profits Corner	Extended a creosote timber box 9' x 4' in section by 90' long.
1	Profits Corner	Extended a creosote timber box 6' x 6' in section by 110' long.
1	Profits Corner	Extended a creosote timber box 8' x 7' in section by 82' long.
1	Profits Corner	Constructed a creosote box 4' x 4' in section by 60' long.
1	Goffs Bridge	Repairs to a creosote timber pile trestle bridge.
1	Montrose	Removed fill and debris from under Montrose Bridge.
2	Coleman	Repairs to a creosote timber pile bridge.
3	Richmond	Constructed a multiplate galvanized steel arch 6' in diameter by 90' long.
3	Muddy Creek	Constructed a multiplate galvanized steel arch 6' in diameter by 60' long.
4	Tryon	Constructed a multiplate galvanized steel arch 12' in diameter by 60' long.
4	Margate	Constructed a multiplate galvanized steel arch 6' in diameter by 66' long.
4	Scales Pond	Repairs to a multiplate galvanized steel arch.

QUEENS COUNTY

1	Clinton	Constructed a multiplate galvanized steel arch 8' in diameter by 48' long.
2	Oyster Bed	Repairs to concrete abutments.
2	Kingston Road	Constructed a creosote timber box 3' x 4' in section by 40' long.
3	Johnstone River	Constructed a creosote timber box 5' x 4' in section by 60' long.
3	Point DeRoche	Constructed a creosote pile bridge.
4	Belle River	Repairs to a creosote timber bridge.

KINGS COUNTY

3	Upton	Constructed a creosote timber crib bridge 30' x 8' in section by 30' long.
3	Kenny Road	Extended a multiplate galvanized steel arch 12' in diameter by 30' long.
3	Whitlock Pond	Constructed a creosote timber box 4' x 6' in section by 60' long.
4	Murray River	Repairs to creosote timber abutments.
4	Montague	Repairs to concrete abutments.
5	Red House	Extended a creosote timber crib bridge 8' x 16' in section by 30' long.
5	Sturgeon	Constructed a creosote timber pile bridge 10' x 17' in section by 30' long.
5	Howe Bay	Extended a creosote timber box 5' x 8' in section by 30' long.

HIGHWAY PLANNING DIVISION 1984-1985

During the year, the division continued its involvement in traffic studies. Traffic counts conducted at 85 temporary stations and nine permanent stations indicated an overall increase in provincial traffic volumes for the calendar year 1984. Detailed annual intersection counts supplemented mechanical and electronic counts at sixty-five locations. Radar speed surveys were carried out at seventeen locations in the Province.

The department carried out a major study of truck movements in the province as part of the evaluation for the Canada/Prince Edward Island Primary Highway Strengthening Agreement and in addition participated extensively in analysis of the information collected. The final report concerning this effort is due for release in the summer of 1985.

Data collection for the Pavement Management System continued at an accelerated pace with 90% of Kings County and 40% of Queens County completed at the end of the 1984 testing season.

Executive Council approval to proceed with design work for the Charlottetown Perimeter Highway resulted in a significant effort to prepare construction plans for the first stages of construction. A lengthy process of public participation was carried out concerning the proposed design for the Norwood Road vicinity.

MATERIALS ENGINEER'S REPORT 1984-1985

The 1984-85 Construction Year saw a major change in highway building in the Province. New highway construction was limited and reconstruction was down with the major emphasis on asphalt overlays of existing paved highways.

This year one new paving contractor entered the industry, and one contractor replaced a batch plant with a new drum mix plant. This brings to four the number of drum mix plants in the Province.

ASPHALT

A total of 288,500 tonnes of asphaltic concrete was produced in 1984. This included surface course, binder course, levelling course and maintenance mixes, and was produced at nine plants throughout the Province.

Inspectors were present at all of the nine plants to control the quality of the mix. Nine hundred and fifty-two samples of asphalt mix were taken and tested; four hundred and fifty-one in the Charlottetown Lab and five hundred and one in the Summerside Lab. This resulted in an overall testing frequency of one test for every 304 tonnes of asphalt mix produced.

A coring crew removed 470 cores to check adherence to compaction and thickness requirements.

The use of local aggregates was permitted for all mixes except the surface course. However, considerable amounts of imported aggregate were used in both binder and levelling course mixes. This usage was necessary, either because the contractor was unable to supply sufficient local aggregate, or the imported was required to produce an acceptable mix. As a result of this usage, approximately 45% of all aggregate used in mixes was imported.

SOILS

The use of soil-cement as a base course was discontinued, except for one small job of 0.14 km.

All samples were tested during the year, these including pulverized asphalt and soil-cement, granular base course and sub-grade soil samples. Tests carried out on these materials included, sieve analysis, moisture-density, Atterberg limits, California bearing ratio, specific gravity, moisture content, crushed face counts, Los Angeles abrasion and soundness.

COMPACTION

The amount of compaction testing was considerably reduced due to the reduction in new road construction. The number of compaction tests carried out was 1200 and included work at the Atlantic Veterinary College site and the Souris High School Addition.

CONCRETE

Compressive strength tests were carried out on 142 cylinders and 7 mortar cubes. The test samples were from the following jobs.

(1) Belvedere Avenue
(2) Souris High School
(3) Queen Elizabeth Hospital
(4) Riverside Hospital

BENKELMAN BEAM

The Testing Program was considerably enlarged due to the requirement to determine for overlay thicknesses for the Provincial Recap Program.

Since we endeavoured to carry out this program with our two existing crews, it was necessary to reduce the testing frequency on the Spring Weight Restrictions sections.

PAVING AWARD

Island Construction Ltd. was the recipient of this year's Paving Award.

TRAFFIC ENGINEERING REPORT 1984-85

HIGHWAY MARKING

Yellow centerline markings were applied to approximately 2,050 km of highway using 121,000 litres of paint. White shoulder and lane line markings were placed on approximately 290 km of highway using 13,000 litres of paint. The paint was heated and applied by the department striper operated by Bernard Painters Ltd. under contract. Prior to the work beginning, the machine was overhauled and adjusted which resulted in improved quality of the painted lines. Machine maintenance continued to be a problem.

Two crews using small stripers applied 1,900 litres of yellow and 3,300 litres of white paint at various intersections throughout the province. All paint was supplied by Northumberland Chemicals Inc. of Parkdale and was reflectorized with 102,500 kg of glass beads. Thermoplastic markings were placed at intersections in Norboro and Summerfield.

HIGHWAY SIGNING

The department sign shop produced 8,200 silk screened signs, 1,030 plywood directional signs and 300 special hand made signs. A total of 9,200 signs were in stock at the end of the year. The department crews erected approximately 7,300 new signs and repaired another 2,400 in the field using 3,700 new posts. Another 1,530 signs were used by other department crews or sold to construction companies, other government departments, town, villages and federal departments.

With the department to assume responsibility for the Highway Information Signage System in the next fiscal year, new specifications were written for the field work covered by the contract.

HIGHWAY LIGHTING 1984-85

Traffic signals were installed at the intersection of Mt. Edward Road and Allen Street. Five low pressure sodium lights were installed at this intersection as well. Low pressure sodium lights were also installed at Routes 3 and 216 at Vernon River and on Route 17 at an intersection in Lower Montague. The 13 mercury vapour lights (250 watt) on the Souris Beach were replaced with 90 watt LPS lights.

Flashing beacons on heavy barricades were used at several locations for bridge construction, detours, etc.

Maintenance of low pressure sodium lights was carried out under a maintenance contract. Maintenance of traffic signals, bridge lighting, beacons and other lighting was carried out as requested.

Problems were encountered with the high pressure sodium lights on Hillsborough Bridge. The unique equipment is not readily available and above average vibration results in higher maintenance. Individual records of each light are being kept to try and isolate any particular problems.

ACCESS CONTROL

Access and subdivision applications at approximately 75 locations were examined for safety and internal design. Entrances and paving design were evaluated at approximately sixty other locations.

WORK ZONE SAFETY

Construction zone signing and flagging operations were inspected on over 400 occasions at various construction and maintenance work sites during the construction season. This operation has improved the quality of construction zone signing and flagging operations and has made it more consistent throughout the province. Two seminars on work zone safety were held in co-operation with the RCMP and Holland College. Department foremen were persent for one seminar and construction company foremen were in attendance for the other. Subsequent inspection showed an improvement in attitude toward safety by many of the foremen. More needs to be done in the education of supervisors to encourage them to be more safety conscious at the work site.

HIGHWAY DESIGN

Highway designs were prepared for intersections in Mt. Stewart, St. Eleanors, Parkdale, Wellington, Norboro, North Bedeque, Mount Albion, Carleton Siding, Dingwells Mills, West Royalty and Charlottetown. Changes were also recommended to alleviate safety concerns in Tignish, Borden, Fredericton and Cross Roads.

WEIGHT ENFORCEMENT

The responsibility for weight enforcement was transferred to the Highway Safety Division in December of 1984.

PROVINCIAL PAVING

CANADIAN FORCES BASE INTERSECTION
Grading & Paving — 0.38 km.
Tenders Opened: May 30, 1984
Curran & Briggs $50,550
Awarded to Curran & Briggs

BALDWINS ROAD
Resurfacing — 5.52 km.
Tenders Opened: June 28, 1984
Matheson & MacMillan 278,175
Chapman Brothers 317,555
Curran & Briggs 324,633
Awarded to Matheson & MacMillan

BEDEQUE ROAD
Resurfacing — 5.5 km.
Tenders Opened: June 28, 1984
Chapman Brothers 360,357
Curran & Briggs 364,640
Morrison & McRae 380,346
Awarded to Chapman Brothers

WILTSHIRE ROAD
Resurfacing — 2.2 km.
Tenders Opened: June 28, 1984
Island Construction 181,490
Curran & Briggs 191,663
Chapman Brothers 203,456
Awarded to Island Construction

KINGSTON ROAD
Resurfacing — 3.1 km.
Tenders Opened: June 28, 1984
Island Construction 245,544
Curran & Briggs 258,664
Chapman Brothers 260,789
Awarded to Island Construction

YORK ROAD
Resurfacing — 5.31 km.
Tenders Opened: June 28, 1984
Island Construction 289,031
Chapman Brothers 309,675
Curran & Briggs 316,094
Awarded to Island Construction

LOWER MALPEQUE ROAD
Resurfacing — 1.70 km.
Tenders Opened: June 28, 1984

Island Contruction	142,670
Curran & Briggs	154,401
Chapman Brothers	159,250

Awarded to Island Construction

GREENMOUNT ROAD
Resurfacing — 6.2 km.
Tenders Opened: June 28, 1984

Curran & Briggs	525,022
Comet Construction	534,921
Chapman Brothers	551,132

Awarded to Curran & Briggs

COLEMAN ROAD
Resurfacing — 2.0 km.
Tenders Opened: June 28, 1984

Hayes Paving	112,770
Curran & Briggs	116,680

Awarded to Hayes Paving

BLUESHANK ROAD
Resurfacing — 5.8 km.
Tenders Opened: June 28, 1984

Curran & Briggs	544,742
Chapman Brothers	546,061
Morrison & McRae	599,472

Awarded to Curran & Briggs

BOULTER ROAD
Resurfacing — 6.1 km.
Tenders Opened: August 2, 1984

Comet Construction	411,400
Curran & Briggs	491,219
Chapman Brothers	503,824

Awarded to Comet Construction

KELVIN GROVE
Resurfacing — 2.23 km.
Tenders Opened: August 2, 1984

Morrison & McRae	174,830
Chapman Brothers	176,026
Curran & Briggs	179,885
Dennis Construction	185,976

Awarded to Morrison McRae

NEW LONDON ROAD
Resurfacing — 0.9 km.
Tenders Opened: August 2, 1984

Chapman Brothers	63,990
Morrison & McRae	68,312
Curran & Briggs	77,251

Awarded to Chapman Brothers

RUSTICO ROAD
Resurfacing — 2.2 km.
Tenders Opened: August 2, 1984

Island Construction	174,704
Chapman Brothers	197,049
Curran & Briggs	214,432

Awarded to Island Construction

KINGSTON ROAD
Resurfacing — 3.1 km.
Tenders Opened: August 2, 1984

Island Construction	136,509
Dennis Construction	130,534
Chapman Brothers	154,983

Awarded to Island Construction

DARLINGTON ROAD
Resurfacing — 2.6 km.
Tenders Opened: August 2, 1984

Dennis Construction	183,603
Island Construction	197,659
Chapman Brothers	206,949
Curran & Briggs	229,350

Awarded to Dennis Construction

BEDFORD ROAD
Resurfacing — 2.77 km.
Tenders Opened: August 2, 1984

Island Construction	163,070
Chapman Brothers	179,062
Island Coastal	182,720

Awarded to Island Construction

CHINA POINT ROAD
Resurfacing — 6.3 km.
Tenders Opened: August 2, 1984

Matheson & MacMillan	329,047
Chapman Brothers	400,765

Awarded to Matheson & MacMillan

ROSEBERRY ROAD
Resurfacing — 2.02 km.
Tenders Opened: August 2, 1984
Matheson & MacMillan 47,000
Chapman Brothers 52,805
Awarded to Matheson & MacMillan

BELLE RIVER ROAD
Resurfacing — 1.18 km.
Tenders Opened: August 2, 1984
Matheson & MacMillan 26,558
Chapman Brothers 30,585
Awarded to Matheson & MacMillan

VALHALLA DRIVE, ELLIS DRIVE AND ELLIS COURT
Resurfacing — 0.51 km.
Tenders Opened: August 2, 1984
Island Coastal 44,285
Island Construction 46,059
Curran & Briggs 59,309
Awarded to Island Coastal

POPLAR DRIVE
Resurfacing — 0.36 km.
Tenders Opened: August 2, 1984
Island Construction 32,017
Curran & Briggs 41,595
Awarded to Island Construction

BANGOR ROAD
Resurfacing — 5.44 km.
Tenders Opened: August 2, 1984
Matheson & MacMillan 383,040
Chapman Brothers 447,677
Awarded to Matheson & MacMillan

SHORE ROAD
Resurfacing — 1.6 km.
Tenders Opened: August 2, 1984
Matheson & MacMillan 90,740
Chapman Brothers 111,390
Awarded to Matheson & MacMillan

SAILORS HOPE ROAD
Resurfacing — 1.45 km.
Tenders Opened: August 2, 1984
Matheson & MacMillan 77,802
Chapman Brothers 85,635
Awarded to Matheson & MacMillan

RIVERSIDE DRIVE
Upgrading — 2.30 km.
Tenders Opened: August 20, 1984
Stabilizers Ltd. 378,451
Island Coastal 433,472
Curran & Briggs 503,617
Awarded to Stabilizers Ltd.

HIGHWAY STRENGTHENING

RICHMOND TO ELLERSLIE (WEST)
Upgrading & Strengthening — 4.60 km.
Tenders Opened: July 9, 1984
Curran & Briggs 289,525
Morrison & McRae 365,265
Chapman Brothers 361,900
Awarded to Curran & Briggs

RICHMOND TO ELLERSLIE ROAD (EAST)
Upgrading & Strengthening — 4.80 km.
Tenders Opened: July 9, 1984
Curran & Briggs 304,745
Chapman Brothers 374,940
Morrison & McRae 378,320
Awarded to Curran & Briggs

ALLAN ROAD TO ELLIS RIVER BRIDGE
Upgrading & Strengthening — 4.10 km.
Tenders Opened: June 6, 1984
Chapman Brothers 623,275
Morrison & McRae 650,585
Curran & Briggs 658,285
Awarded to Chapman Brothers

CLYDE ROAD TO SMITH ROAD

Rehabilitation & Paving — 4.20 km.

Tenders Opened: May 30, 1984

Curran & Briggs 946,960
Chapman Brothers 997,900
Stabilizers Ltd. 1,099,010
Island Coastal 1,172,990

Awarded to Curran & Briggs

BLUESHANK ROAD TO GRAHAMS ROAD

Paving — 4.70 km.

Tenders Opened: May 30, 1984

Curran & Briggs 139,750
Chapman Brothers 141,062
Morrison & McRae 157,925

Awarded to Curran & Briggs

BLUESHANK ROAD TO KENSINGTON R.R.

Paving — 3.01 km.

Tenders Opened: May 30, 1984

Curran & Briggs 91,757
Chapman Brothers 94,450
Morrison & McRae 103,555

Awarded to Curran & Briggs

WESTERN ROAD

Upgrading

Tenders Opened: August 16, 1984

Chapman Brothers 1,045,930
Northern 1,147,954
Curran & Briggs 1,237,729
Island Coastal 1,259,295

Awarded to Chapman Brothers

MONTAGUE ROAD

Upgrading

Tenders Opened: August 16, 1984

Chapman Brothers 1,110,545
Stabilizers Ltd. 1,174,300
Curran & Briggs 1,312,062
Island Coastal 1,415,960

Awarded to Chapman Brothers

HIGHWAY MAINTENANCE DIVISION

SUMMER MAINTENANCE

HOT MIX ASPHALT

Hot mix asphalt for our patching crews was available from the last week in May to the first week in November. A total of 43,375 tonnes were used by this section and, of this total, 20,327 tonnes were spread by hand by our patching crews. Grader crews spread 12,269 tonnes over some 30 kilometers of very distressed sections of road; 6,912 tonnes were used to resurface 16.34 kilometers of highway that showed signs of developing into major repair candidates; 1.20 kilometers were resurfaced by private contractors and the remaining 15.14 kilometers were resurfaced by our own crew; 2,669 tonnes were used by our deep patching crews to repair local distressed areas that were cut out by a jackhammer and another 1,198 tonnes were used by crews to repair damage caused by frost over driveway culverts.

The following is the tonnage of asphalt acquired from each firm this year:

Hayes Paving	7,592.31
Curran & Briggs (Portable Plant)	213.10
Curran & Briggs (Lady Fane)	7,015.75
Gaudettes Transit Mix	671.42
Island Construction	14,766.19
Matheson & MacMillan	6,836.18
Chapman Bros. (Dingwell's Mills)	6,042.63
Morrison & MacRae Ltd.	99.60
Dennis Construction	81.97
Island Sand & Gravel	55.69
TOTAL	43,374.84 tonnes

CRACK FILLING

This is a process whereby a hot rubberized compound is used to fill random cracks in the paved highway surface to prevent water from entering into the substructure.

During the fiscal year 1984-85, our department crew routed and sealed 22,589 lineal meters of cracks on the following roads:

York Road	2,252
Route 2	5,871
T.C.H. (West)	1,180
Rennie's Road	460
T.C.H. (East)	2,039
Mount Edward Road	450
O'Leary Road	6,341
Selkirk Road	3,996

SHOULDER MATERIAL

During the past season, 7,366 m^3 of shoulder material was used to upgrade and repair worn out sections of shoulders on the following roads:

	Cubic Metres	Km. Repaired
Dundas Road	1,782 m^3	4.9 km.
Morell to Bristol	1,539 m^3	2.8 km.
Breadalbane to Summerfield	1,435 m^3	4.2 km.
Mount Pleasant to Portage	2,610 m^3	8.0 km.
	7,366 m^3	19.9 km.

RESURFACING

The following roads were resurfaced from our Pavement Maintenance budget:

Prince County	Length (km.)	
O'Leary Road	0.25	
Route 1A (Ross Corner)	0.25	
Gaspe Road	0.60	
Mount Tryon	0.10	1.20 km.
Queens County		
Kinlock Road	0.60	
Brows Lane (Sherwood)	0.40	
Gordon Drive (Sherwood)	0.40	
Mermaid Road	1.00	
48 Road	0.70	
T.C.H. West (North River)	0.45	
T.C.H. East (Hazelbrook)	0.15	
Bungay Road	1.00	
Kinross	0.70	

Murray Harbour Road	1.00	
Riverside Drive	0.40	
New London	1.60	
Johnston River (turn)	0.04	8.44 km.
Kings County		
Souris Line Road	1.00	
Cardigan Road	0.10	
Lake Side Road	1.40	
St. Peters Village (Rte. #2)	0.20	
Church Road (Lorne Valley)	1.50	
Albion Road	1.00	
Beach Point Road	0.20	
Gaspereaux Road	1.30	6.70 km.

SEEDING REPORT

The seeding program started on June 4, 1984, and ended October 12, 1984. During this time, the seeding crew completed 72.11 kilometers of roadside seeding. Also in co-operation with the Department of Community & Cultural Affairs, we seeded the following landfill dump sites: Summerside, Cardigan, Charlottetown and one dam site for the Department of Fish and Wildlife in Lot 65, Queens County.

The seeding program, being part of the Highway Maintenance Division, did several small unpaved road seeding jobs to prevent runoff from rains, silting around streams and rivers, ponds and culverts for environmental protection.

The seeding crew also used extensively for cutting grass, weeds, etc. around guardrails in various areas of the province when conditions would not allow seeding or when waiting for roads to be made ready for seeding. All equipment used was government owned and operated and consisted of a hydro seeder, grader with scarifiers, two water trucks, two farm tractors, and a supply truck to carry seed, fertilizer, lime and mulch. The crew consisted of a foreman and six labourers and one rental van.

The seeding operation is a very necessary program as it greatly reduces soil erosion from ditches, snow traps, slopes and prevents siltation of rivers, streams, ponds and adds immensely to the appearance of our highways.

BUSH CUTTING

During the season, we had three mechanical bush cutters working extensively cutting bushes along our highways. In Prince County, they cut 344.9 km; Queens County 189.6 km; and Kings County 459.0 km. The

Department hired a bush crew for each county consisting of a foreman, two labourers and a 3 ton truck to follow the bush cutters to pick up debris and trim where the cutter could not reach. This proved to be successful as it eliminated scattered bushes in the ditches and improved the appearance of our highways. The Department also applied for and received a Job Creation Program in co-operation with the Department of Health and Social Services. The Department supervised and scheduled the work for five bush cutting crews, one in Prince, two in Queens and two in Kings County. They were used for cutting bushes at intersections, blind curves, hills, etc. throughout the Counties, improving the site distance on many of our intersections.

GRASS CUTTING

The department hired seventeen private grass cutters to maintain 1,790.55 km of roadside grass cutting. They were contracted to cut grass for two interval cutting seasons, mid-June to end of July and from mid-August to end of September. The Department used eight government owned farm tractors equipped with a rotary or flail cutter to maintain 1,565 km of roadside grass cutting from June to September, 1984.

DUST CONTROL

One C.N. carload of calcium chloride was used on our unpaved road network to control dust in each County.

MAINTENANCE REPORT

During the past year, our District Motor Graders, when not scraping roads, were used extensively reshaping ditches, scraping back slopes and maintaining the road surface. To aid in this operation, loaders and trucks (government or private) were used to haul away unusable materials. Sandstone and/or gravel was then used as a surface material along with new culverts being placed as needed. The accompanying tables give the location and extent of work done in each County for the past year.

Maintenance of paved roads consisted of using government gradalls, privately owned backhoes and Hymacs, equipped with ditching buckets to improve drainage and appearance on these roads.

Sandstone and/or gravel was used to maintain worn sections of roads, to repair washouts, and fill for drainage pipes.

	Sandstone	**Gravel**
Prince County	19,370 m^3	13,653 m^3
Queens County	27,486 m^3	4,722 m^3
Kings County	20,681 m^3	5,699 m^3

Maintenance crews, each with a heavy truck and backhoe were employed repairing washouts, replacing and resetting drainage pipes and carrying out many other miscellaneous maintenance tasks. The repairing and replacing of posts and railings on bridges, curves and high fills were carried out by utility crews throughout the Province.

Replacement of Drainage Pipes

Prince County	3,522 linear meters
Queens County	5,330 linear meters
Kings County	3,655 linear meters

DISTRICT	DITCHING					
	Paved Roads	Unpaved Roads	Shoulders	Graded	Surfaced	Tap Drains
FIRST PRINCE – Brenton Philips District Supervisor						
Norway Road		0.9		0.9	0.8	
Lewis Road	0.7			0.7	0.7	
Birch Grove Road	0.6			0.6	0.6	
Center Line Road	0.6	0.2		0.6	0.5	
DeBlois West	0.3			0.3	0.3	
Lady Slipper (Roseville)		1.0				
Piusville		0.4				
Tignish Area		0.4				
Dock Road		0.2				
St. Felix		0.2				
Miscellaneous	0.6	0.8				0.6
TOTAL	2.8	4.1		3.1	3.0	0.6
SECOND PRINCE — Frank MacKinnon District Supervisor						
Richards Road	1.2			1.2	1.2	
Shaw	0.4			0.4	0.4	
Squirrell Creek	0.4			0.4		
Haliburton	1.3					
Corcoran	0.3					
Rte. 14 – Cape Wolfe		1.2				
Rte. 14 – West Cape		0.6				
West Devon		0.5				
Barlow		0.7				
Bideford		0.3				
Poplar Grove		0.5				
Conway		0.5				
Canada		0.3				
Cascumpeque		0.3				
Miscellaneous	0.4	0.6			3.7	2.4
TOTAL	4.0	5.5		2.0	5.3	2.4

DISTRICT	DITCHING Paved Roads	Unpaved Roads	Shoulders	Graded	Surfaced	Tap Drains
THIRD PRINCE – Keith Sudbury District Supervisor						
Princetown Royalty		1.0		1.0	1.0	
Gillis		0.8		0.8	0.8	
Holmes		0.3		0.3	0.3	
Forbes		0.3		0.3	1.0	
Grandmere		0.5		0.3	0.5	
DesRoches		0.2		0.2	0.2	
Mill		0.7			0.7	
Birchill	1.3					
Abrams Village	0.9					
Baltic	0.7					
Darnley	0.5					
Malpeque	0.5					
Mt. Carmel	0.4					
Ramsay		0.3				
Miscellaneous	2.4	2.3		—	1.3	0.4
TOTAL	4.7	6.4		2.9	5.8	0.4
FOURTH PRINCE – Alastair MacLeod District Supervisor						
Reeves		0.8		0.8	0.5	
Wright		0.3		0.3	0.3	
Drummond					1.1	
Inman Shore					0.7	
Bedeque Rink					0.6	
Maple Plains		0.9		0.2	0.2	
Newton	0.9					
Old Bedeque	0.7					
Kinkora	0.6					
Rte. 1A – McCabes Hollow	0.6					
Blue Shank	0.6					
Mill Valley	0.6					
MacDonald		0.4				
Miscellaneous	1.9	0.6		—	1.6	0.4
TOTAL	5.9	3.0		1.3	5.0	0.4
TOTAL PRINCE COUNTY	18.3	18.1		9.3	19.1	3.8
FIRST QUEENS – Donald Dickieson District Supervisor						
Dump Road	1.6		1.6	1.6		1.6
Cape Road	1.6		.6	.6		1.6
Parsons Road	.6		.6	.6		.6
Breadalbane Road	.6		.6	.6		.6

DISTRICT	DITCHING						
	Paved Roads	Unpaved Roads	Shoulders	Graded	Surfaced	Tap Drains	Ditches
Granville Road		.2		.2	.2		.2
Ray Smith Road		.2		.2	.2		.2
Ferguson Road		.7		.7	.7		.7
Green Road		.8		.8	.8		.8
St. Catherines		.5		.2	.5		.2
Wayne Barlow		.3			.3		
Cobb Road		.2			.2		
Old Town Road		.3			.3		
Dixon Road		1.2					1.2
Mill Road		.8					.8
Argyle Shore	.2						.2
Millvale Road		.5		.2	.2		.5
Misc. Ditching	.5	.8					1.3
TOTAL	.7	10.9		5.7	6.8		10.5
SECOND QUEENS – Clayton Coles District Supervisor							
Canoe Cove Wharf		.9		.9	.9		
Snowy Road	.4	.4					.8
North Rustico	.2						.2
South Rustico		.7		.5	.5		
Millboro Road		.5		.5	.5		
Rice Point Road		.4			.4		
MacEachern Road		.3			.3		
Toronto Road		.4			.4		
Nine Mile Creek Wharf		.8			.8		
Quinn Road		.1			.1		
Mill Road		.2			.2		
Shaw Road		.3					.3
Bannockburn Road	.2						.2
Mitchel Road	.2						.2
Cornwall Area	.4						.4
Rustico Area	.4						.4
Baltic Road		.3			.3		
Crabbe Road					.4		
Clifford Lane					.1		
Misc. Ditching	.8						1.1
TOTAL	2.6	5.3		1.9	4.9		4.3
THIRD QUEENS – Bennett MacIsaac District Supervisor							
Hardy Mill		1.8		1.8	1.8		1.8
Dromore Road		1.0		1.0	1.0		1.0
Horne Cross		.9		.9	.9		.9
MacGregor Road		.7		.7	.7		.7

DISTRICT	DITCHING						
	Paved Roads	Unpaved Roads	Shoulders	Graded	Surfaced	Tap Drains	Ditches
Corrigan Road		.7		.7	.7		.7
Tracadie		.2					.2
Blooming Pt.		.4			.4		
Anderson Road					.8		
Tracadie		.3					.3
Queens Pt.		.2			.2		.2
Union Road	.8						.8
T.C.H. East	.4						.4
Covehead Road	.2						.2
Royalty Junction		1.4		.6	.5		1.0
Misc. Ditching	.5	1.0					1.5
TOTAL	1.9	8.6		5.7	7.0		9.7
FOURTH QUEENS – Richard Rooney							
District Supervisor							
Village Green (West)		.4		.4	.4		.4
Village Green (East)		.1		.1	.1		.1
Clow Road		1.2		.4	.4		1.2
Franks Road		.7		.7	.7		.7
Garfield Road		1.0		.6	.6		.4
Maitland Road		2.3		1.2	1.2		2.3
County Line Road		.7		.7	.2		.7
Gay Road	.4	.3		.3	.3		.7
Irving Road		.3		.3			.3
Morrison Road		.2			.2		
Jacks Road		.1			.1		
Big Pt. Road		.1			.1		
Culloden Road		.1			.1		
Iris Road (Rte. 202)		1.1			1.1		
Murrays Road		.2			.2		
Brooklyn Road		.3			.3		
Settlement Road		.3			.3		.3
Lyndale Road		.2			.2		
Greys Road		.7					.7
Murray Harbour Road	.3						.3
Monaghan Road	.2						.2
Pisquid (Avondale) Road	.2						.2
T.C.H. Newton	.2						.2
Pownal Road (1A)	.3						.3
Fairville Road	.3						.3
Misc. Ditching	.4	.5					.9
TOTAL	2.3	10.8		4.7	6.5		10.2
TOTAL QUEENS COUNTY	7.5	35.6		18.0	25.2		34.7

DISTRICT	DITCHING						
	Paved Roads	Unpaved Roads	Shoulders	Graded	Surfaced	Tap Drains	Snow Trap
FIRST KINGS – George Saville District Supervisor							
Glenn Road		3.0		2.0	3.0		
St. Margarets				1.6			
Kelly Road					0.5		
St. Peters Highway	0.8						
New Zealand	0.3						
Souris Line	0.1						
St. Catherines	0.4						
McPhee Road	0.3						
McKinnon Point	0.1						
Red Point Park	0.2						
Basin Head	0.2						
Lakeville	0.2						
Mill Creek	0.1						
Jack Leslie Road					0.6		
TOTAL	2.7	3.0		3.6	4.1		
SECOND KINGS – Robert Rowell District Supervisor							
Windon Road		3.4		3.4	3.4	150m	652m^3
Torrid Bell		3.2		2.2		100m	
Cable Head West		1.0		1.0			
Crank Road		0.4		0.4	0.4		633m^3
Indian Bridge		0.4		0.4			
Cable Head West		0.4					
Revell Road		0.1					
Fanning Brook	0.4						
St. Patricks Road	0.5					150m	
Head of Hillsboro	0.3						
North Side Road	100m						
Selkirk	150m						
Forest Hill	75m						
Cardigan Road	500m						
Milburn	75m						
Red Head	400m						
St. Peters Road	550m						
Byrnes Road	100m						
Mt. Stewart Road	125m						
Fanning Brook	400m						
TOTAL	3.7	8.0		7.4	3.8	400m	1285m^3
THIRD KINGS – Raymond Acorn District Supervisor							
Little River		1.2		1.2			
Quinn Road		1.5		1.5	1.5	180m	
Hazel Green		0.8		0.8	0.8		

DISTRICT	Paved Roads	Unpaved Roads	Shoulders	Graded	Surfaced	Tap Drains	Snow Trap
Georgetown Royalty		1.2		1.2	1.2		
Gay Road		1.0		1.0			
Cardross		1.5					
Peakes Road	0.3						
Whitlock Pond		0.5					
Albion Cross					0.10		
Stanhope Road					0.15		
48 Road					0.03		
Pooles Corner (Storm Sewer - 1 Catch Basin 40m³ CIP							
TOTAL	0.3	7.7		5.7	3.78	180m	
FOURTH KINGS – Irving MacKay District Supervisor							
Floating Bridge		1.5		1.5			
Gladstone		1.0		1.0	1.0		
Mill Stewart		1.0		1.0	1.0		
Brooklyn		1.5		1.5			
Beach Point	0.2						
Gladstone	0.2						
Kilmuir	0.1						
Valleyfield	0.1						
Lower Montague						200m	
Dover						100m	
Murray River						100m	
County Line							810m
Caledonia (Peggy's)							500m
Murray River (Rink)							2330m
Peters Road Corner							500m
Creek River					1.5		
Westaway Road					0.1		
TOTAL	0.6	5.0		5.0	3.6	400m	4140m
FIFTH KINGS – George MacPherson District Supervisor							
St. Marys Bay		0.3		0.3			
Pembroke Road		1.0		1.0			
Pamure Island		0.8		0.8			
Neils Road		1.2		1.2		60m	
Sandys Road (East)		1.0		1.0			
Lutz Road (South)		3.5		3.5		100m	
Sailors Hope		0.4					
Howlett Road		0.1					
Loyalist (North)		2.8		2.8			
Portage Road		0.2					

DISTRICT	Paved Roads	Unpaved Roads	Shoulders	Graded	Surfaced	Tap Drains	Snow Traps
McKay Road		0.1					
Church Road (Point Prim)		0.4					
Sailors Hope	0.2						
Summers Road	0.1						
Georgetown Road	0.2						
Mill Road					2.0		
Point Pleasant Road					1.0		
Point Pleasant Road					1.0*		
*Crushed Gravel							
TOTAL	0.5	11.8		10.6	4.0	160m	
TOTAL KINGS COUNTY	7.8	35.5		32.3	19.28	1140m	5425m^3

WINTER MAINTENANCE

ICE CONTROL

Winter activities for this Branch of the Department includes salting and sanding operations, temporary repairs to paved roads — 1800 tonnes of cold mix asphalt was used along with a number of tonnes of recycled hot mix asphalt produced from our three asphalt recyclers, repairing of shoulder washouts, the maintaining and cleaning of culverts, catch basins and ditches to accommodate run-offs caused by freshets and snow removal or clearing from eight government buildings in the Charlottetown area.

Ice control on the Trans Canada Highway and on the main collector roads was maintained by the direct application of road salt. Approximately 483 kilometers having a two lane equivalent of 626 kilometers were maintained with road salt.

The total tonnage of salt acquired was 22,946 tonnes. This total was approximately 18½% higher than the 1983-84 total of 19,315 tonnes. This increase for the most part was due to increasing the percent of salt in our sand and salt mix from 5% to 7.5%. The reason for increasing this percentage was to attempt to eliminate the penetration of frost into our sand piles.

The City of Charlottetown purchased 1,132 tonnes of salt from the Department. This compares to the 1,193 tonnes purchased by the City in 1983-84.

During the past year 79,238.83 tonnes of blended winter sand was used for ice control on our highways. The blended material consisted of 7.5% salt, 20% import material and 72.5% local sand. During the past year, there were 32 sand piles located throughout the province. The following is a breakdown of the number of tonnes of blended material per county.

	Prince Co.	Queens Co.	Kings Co.
Tonnes Local Sand	16,740.57	15,293.54	25,414.02
Tonnes Import Sand	4,618.08	4,218.91	7,010.77
Tonnes Salt	1,731.80	1,582.10	2,629.04
Total Blended Material	23,090.45 t	21,094.55 t	35,053.83 t

Ice Control in Queens County on the main 185 kilometers of highway that has a two lane equivalent of 249 kilometers was maintained by the direct application of road salt. Three single axle trucks and three tandem trucks which were also equipped with plowing gear were utilized for this purpose. Ice control on the remaining approximately 1,625 kilometers of road was maintained by a sand/salt mix obtained from 13 sand stockpiles throughout the County. Eighteen trucks manned by two labourers, two trucks equipped

with a tow behind spreader and eight trucks equipped with automatic spreaders were hired to carry out this activity. In addition, six department trucks were utilized to provide this service in the built-up areas near Charlottetown.

Ice Control in Prince County on the main 195 kilometers of highway, equivalent to 249 kilometers of two lane highway, was maintained by the direct application of road salt. Three tandem trucks equipped with plowing gear and two single axle trucks were utilized for this purpose. Ice Control on the remaining approximately 1,400 kilometers was maintained by a sand/salt mix obtained from 13 sand stockpiles throughout the County. Sanding operations were carried out by nine trucks manned with two labourers each, three trucks with tow behind spreaders and five automatic spreaders. In addition, two department trucks were utilized to provide this service in the built-up areas near Summerside.

Ice Control in Kings County on the main 103 kilometers of road, equivalent to 128 kilometers of two lane highway, was maintained by the direct application of road salt. The remaining 1,100 kilometers was maintained by a sand/salt mix obtained from 13 stockpiles located throughout the County. Twenty-two sand trucks manned with two labourers each, two trucks equipped with tow behind spreaders and three trucks equipped with automatic spreaders were utilized in this operation.

SNOW REMOVAL

The total recorded snowfall for the 1984-85 season was lower than the norm for both the Charlottetown and Summerside stations. The only month where the total recorded snowfall exceeded the norm was in Summerside for the month of January. Rainfall for the winter months was only half the norm. January and April particularly had recorded rainfalls far below the norm.

Looking back on snowfall amounts for the past few years, we find the following amounts of snowfall were recorded in Charlottetown from November to April:

1984-85	241.1
1983-84	260.3
1982-83	249.8
1981-82	307.4
1980-81	278.0
1979-80	118.8
1978-79	236.4
1977-78	393.4

Records for the Charlottetown station show the following recorded precipitation for 1984-85.

	Snow (cm)		Rain (cm)		Wind (km/hr) with prevailing winds	
	Norm	Recorded	Norm	Recorded	Norm	Recorded
November	21.6	17.2	97.4	42.3	19.1(W)	16.7(W)
December	72.8	33.6	58.8	46.4	21.2(W)	21.6(W)
January	76.8	74.9	42.7	1.4	22.2(W)	18.8(W)
February	65.8	50.5	32.8	19.1	20.9(W)	16.6(W)
March	61.6	40.0	31.8	27.1	21.9(W)	18.8(NW)
April	27.3	24.9	53.9	15.4	20.0(N)	17.1(NNW)
TOTAL	325.9	241.1	317.4	151.7		

The following is a breakdown of the contract areas of this final year of the three year contract with the private contractors and a list of equipment used by each:

Contractor	Kilometers	Contract Area	Graders	Walter Trucks	Letourneau	Blowers	Loaders	Other Trucks
AREA I								
Overland Construction	141.9	3rd & 4th Kings	4			1	3	1
Kings Co. Construction	118.7	2, 3, & 4th Kings	3			1	3	1
TOTAL AREA I	260.6		7			2	6	2
AREA II								
Island Coastal	96.7	1st & 2nd Queens	3			2	1	3
Island Escavators	140.8	1st Queens & 4th Prince	3			2	1	2
Maritime Construction	149.7	1, 2 Queens & 4th Prince	4			2	3	3
Stabilizers	158.1	3, 4 Queens & 2, 3 Kings	5			1	1	1
Dennis Construction	59.9	3 Queens	2			2	1	1
Chapman Bros.	125.9	1 Kings	4			2	4	4
TOTAL AREA II	731.1		21			11	11	14

Contractor	Kilometers	Contract Area	Graders	Walter Trucks	Letourneau	Blowers	Loaders	Other Trucks
AREA III								
Northern Enterprises	140.7	1 Prince	2			2	2	2
Ramsay's Washed Gravel	221.2	1, 2 Prince	3		1	2	6	2
Curran & Briggs	193.5	2, 3 Prince	5			3	4	
Comet Ltd.	105.8	2, 3 Prince	4			2	1	
Morrison & MacRae	115.2	4 Prince	2	1		2	2	
Toombs & Cobb	112.5	3, 4 Prince & 1 Queens	4			2	1	1
Montgomery Const.	134.8	1 Queens, 4 Prince	6			1	2	2
Matheson & MacMillan	153.4	2, 3, 5 Queens	3			2	3	
TOTAL AREA III	1177.1		29	1	1	16	21	7
GRAND TOTAL	2168.8		57	1	1	29	38	23

The Department was responsible for plowing 2479.2 kilometers this year. To this end, 79 routes were established. The following equipment including spare equipment was available during this past season.

Location	Kilometers	Graders	Walter Trucks	Letourneau	Blowers	Loaders	Other Trucks
PRINCE COUNTY							
Christopher's Cross	28.4	1					
St. Louis	37.8					1	
Alberton	59.9	1				1	
Huntly	38.1					1	
Alma	32.1	1					
Bloomfield					1		
Brocton					1		
Coleman	34.9		1				
Brae					1		
Conway	32.8	1					
Poplar Grove	32.1	1					
Milo	36.9	1					
Albany	31.6	1					
Summerside Garage	249.6	3	2		3	3	3
Summerside Garage (Spares)		2	2	1			
Fredericton	28.1						1
TOTAL PRINCE COUNTY	642.3	12	5	1	6	7	4

Location	Kilometers	Graders	Walter Trucks	Letourneau	Blowers	Loaders	Other Trucks
QUEENS COUNTY							
Canoe Cove	63.5	1				1	
Cornwall	25.6	1					
Stanley Bridge	24.0	1					
North Rustico	36.7					1	
South Rustico					1		
Hunter River	33.0						1
Hampshire	63.9	1				1	
Charlottetown Garage	310.35	6	1		6	4	4
Charlottetown Garage (Spares)		3	5	3			1
Alexandria	28.7					1	
Millview	30.3	1					
Seal River	22.8			1			
Iona	48.1						1
Eldon	25.85	1					
Grandview	48.2		1				
Wood Islands	100.3						2
Murray River	20.8						
TOTAL QUEENS COUNTY	882.1	15	7	4	7	8	9
KINGS COUNTY							
Murray River	13.5	1					
Abney	34.4	1					
Dover	55.7		1				
Alliston	33.8	1					
Commercial Cross	41.0		1				
Gasperaux	31.8		1				
Murray Harbour N.	36.4	1					
Georgetown	50.9	1	1				
Cardigan	20.9	1					
Woodville Mills	34.4	1					
St. George's	37.6	1					
Strathcona	39.0	1					
Bridgetown					1		
Albion	33.3		1				
Little Pond	53.7	1					
Red House	29.9	1					
Mount Stewart					1		
Savage Harbour					1		
St. Andrews	26.0			1			
Peakes	28.9	1					
Bangor	43.8			1			

Location	Kilometers	Graders	Walter Trucks	Letourneau	Blowers	Loaders	Other Trucks
Dundee	25.7	1					
Morell	45.3		1				
St. Peters					1		
Forest Hill	29.3	1					
Monticello	29.3					1	
Cable Head	45.6		1				
Rollo Bay	43.9		1				
Fortune					1		
Souris	11.6					1	
Rock Barra	39.0	1					
East Point	40.1	1					
TOTAL KINGS COUNTY	954.8	16	8	2	5	2	0
GRAND TOTAL	2479.2	43	20	7	18	17	13

ADMINISTRATION AND FINANCE DIVISION

The Administration and Financial Division is responsible for the financial and personnel services of the Department. This includes the preparations of the annual budget, budget control, departmental accounting, purchasing, inventory control, payroll and other related administrative support functions.

The division consists of the Director, five accounting support staff, three personnel support staff and a receptionist.

MECHANICAL BRANCH

This Branch is responsible for the acquisition and maintenance of vehicles and equipment used primarily in highway maintenance. As well, the maintenance of buses operated by Island Transit is carried out within this Branch.

The main repair depot is located in Charlottetown with a smaller repair depot located in St. Eleanors.

During the year, our vehicle purchases included a new low bed float, two new large 4 x 4 snow plow trucks, a used vacuum sweep mounted truck, a new van for the building maintenance crew as well as a used Walters snow plow purchased from the Province of Nova Scotia.

We disposed of, by tender, our last tracked dozer which became inoperable.

At our invitation, two staff members from the Equipment Engineering Office of the Ministry of Transportation and Communications of the Province of Ontario visited this Province and reviewed the Mechanical Branch operations. They submitted a report which included general recommendations and suggestions for a more efficient operation which we are now reviewing with a view to implementing.

The Director of Administration and Finance is responsible for the operation of the branch. The operational staff consists of two automotive shop supervisors, twelve foremen and seventy staff members.

PUBLIC WORKS DIVISION

The Public Works Division consists of the following sections:

A. Design
B. Construction
C. Insurance & Leasing
D. Energy Conservation
E. Properties & Surveys
F. Buildings Operation

A. During this fiscal year the Design Section developed plans, specifications and tender packages for:

(1) Provincial Sanatorium — New Entrance for Addictions Foundation.
(2) Comfort Station — Strathgartney Park
(3) Replacement of Comfort Station in Pinette Park.
(4) Addition to Southern Kings & Queens Regional Services Centre — Phase I.
(5) Renovation to Waterfront Mall Liquor Store in Summerside.

B. The Construction Section provided contract supervision and inspection for a number of projects during the year. Projects completed during the year were:

(1) Wedgewood Manor — Summerside
(2) Charlottetown Hospital Renovations
(3) Installation of a Wood Chip Fuel Heating Plant at Sleepy Hollow Correctional Centre.

Several other projects were started during the fiscal year but not completed:

(1) Renovation & Addition to Souris Regional High School
(2) Renovation to Old P.E.I. Hospital
(3) Comfort Station — Strathgartney Park

The replacement of two old wings at Hillsborough Hospital, started in the previous year, continued through this year.

C. The Insurance & Leasing Section, of one employee (Risk Manager), moved from Services Division to Buildings Division effective 01 April 1984.

General responsibilities are:
(1) Leasehold agreements for government office space.
(2) Cleaning contracts for leased accommodation.
(3) Administration of government insurance program.

Leases for government office space in private sector holdings are maintained throughout the province. The following changes occured during the fiscal year 1984-85:

Leases expired:
(1) West Royalty Industrial Park — P.E.I. Enersave for Industry & Commerce.
(2) D. Tweel Finance Building — Storage.
(3) Kent Place — Land Use Commission — Health & Social Services.
(4) G. Stewart MacKay Ltd. — Island Transit Bus Depot.
(5) Farm Centre Association — P.E.I. Milk Commission.
(6) Florence MacKay Memorial Building — Highway Safety Division.

Lease entered into:
(1) Via Rail Canada Inc. — Island Transit Bus Depot.

Cleaning Services for leased accommodation totalled nine contracts at the beginning of the fiscal year and were reduced to eight as the result of the expiration of the Kent Place lease and move of government offices to the Dr. W.J.P. MacMillan Building. Cleaning services are still three days per week.

Government Insurance Program continues to provide coverage. Policies are in effect for:
(1) All-Risk Property including Contractor's Equipment.
(2) Boiler and Machinery.
(3) Automobile Fleet.
(4) Primary Comprehensive General Liability.
(5) Umbrella Liability.
(6) Professional Liability (Physicians, Engineers, Lawyers, etc.).
(7) Accident Indemnify (R.C.M.P. Auxiliary).

The schedule of property insured is revised as changes occur. The total replacement value of buildings is currently $172,360,969. The 90% replacement cost insured value is $155,124,872. The contents value is $10,002,000. Total insured value of buildings and contents is $165,126,872.

D. The Energy Conservation section was an addition to this Division in September, 1984, as a two year pilot program. A staff of two contract

employees have been contracted to set up a system of recording and monitoring energy consumption in Government Owned and Operated Buildings.

During this period, a computer based data system was designed to record historical energy use for a three year period on a degree-day basis. The next stage of the program is a series of site visits to the buildings from which recommendations will be made for conservation measures. They will be instituted and savings will be monitored.

E. Properties and Surveys is composed of the Mapping Section, Survey Section, Right-of-Way and Properties Section.

The Mapping Section's purpose and responsibility is to compile and maintain current computerized information files on all properties located on P.E.I. currently numbering 69,137 listed both numerically and alphabetically, compile and maintain a series of current property ownership maps at various scales to cover all of P.E.I., maintain a Map Library, sell copies of property maps, National Topographic Series maps and other maps, provide a custom whiteprint paper reproduction service, assist and give advice on all land matters received from the private enterprise, general public and departments of government, handle computerized property records, parcel index maps and make the necessary change. During the year, the Mapping Section handled 23,582 registry documents parcel indexed, 1,191 new properties created, 4,471 property map changes and 256 survey plans mapped and filed. Revenue received by the Map Library through the sale of maps for the year ending March 31, 1985 totalled $32,670.30. No charge sales for maps supplied to Land Valuation and Assessment were; Summerside — $1,656, Charlottetown — $5,427.50, to Properties & Surveys Division — $18,631.25 and to Community & Cultural Affairs — $2,136.00 for a total of $24,850.75.

The Survey Section provides surveys of properties in possession of or in the process of being purchased by this department; as well as survey requests from government departments, which include Forestry, Fisheries, Fish & Wildlife and Education. Establishment of lot or township lines are also the responsibility of this section. The survey work which is being tied to the P.E.I. Coordinate System and checked by the legal survey section continues to increase yearly. Information and assistance on survey related matters is provided not only to other departments but to the general public as well as lawyers.

The calculations and plotting section calculates and checks all field notes provided by the survey field crews and if correct, a preliminary plot is

made on the computerized plotter, which normally only shows the points and numbers and does not join any of the points. The plot is then presented to the draftsman to draw for use by the planners as further calculations are done by the calculation personnel to prepare a final draft for certification by the P.E.I. Land Surveyor.

Several major surveys were conducted during the year, namely the new meat plant, an extensive and ongoing survey for the proposed perimeter roadway from Grafton Street to Brackley Point Road, the Sleepy Hollow Landfill Site, a plan of Trans Canada from Carleton to Bordon Liquor Store, the Malpeque Road from Enman Crescent to Peter Pan.

The maintenance of the P.E.I. Coordinate System is the responsibility of the Survey Section and in 1984, L.R.I.S. in Summerside was given the contract to inspect and replace destroyed monuments in Queens and Western Kings County.

The Properties Section is responsible for the acquisition, disposal and leasing of land for all departments of government, including negotiations to purchase land necessary for the re-alignment of roadways, widening of public roads, and the construction of new roadways. It is also responsible for the research necessary for documentation in order to give clear or abstract title of purchases and disposals on behalf of the Province. It is also responsible for research prior to the acceptance of streets within subdivisions, payment for same, including also tap drains and easements. The section arranges and negotiates satisfactory settlements for crop, lawn, shrub, fences and tree damages caused during road construction, research and check status or roadways — width — public, etc. The Properties Section is responsible for the compilation and update of a land data system for Crown owned or leased lands. The inventory contains legal documents, memoranda prepared and presented to Cabinet, Orders-in-Council, orthophotos, survey plans, and correspondence. The section is also responsible for the protection of Crown land, it investigates all claims of adverse possession under the Quieting of Titles Act and Tax Sales under the Real Property Assessment Act; it certifies affidavits of transfer on behalf of the Province; it receives and maintains and processes property tax bills; and is responsible for the Land Tax Ledger.

The Properties Section researched and was involved in the purchase of forty-six (46) properties for improvements to roadways and for other purposes as requested by departments of government. Purchase of land, replacement or removal of buildings, severance payments for road construction amounted to $16,430.00. Properties purchased for department purposes totalled $440,111.00. The main properties

purchased were the Harry Love property, Sherwood — $165,000; Kennedy Development, Strathgartney — $50,000; MacInnis Property, Tignish — $20,000; Hung Min Chiang property, Miltonvale — $73,000; Reagh Bagnall, Sherwood (Kill & Chill) — $84,500; Sherwood Development (Kill & Chill) — $33,410. Revenue received through the lease and rental of Crown Lands totalled $80,980.00. Sale of Crown Land and buildings totalled $131,950, the main ones were Polyclinic — $128,000 and Anglo Tignish Park — $3,000. Properties leased and rented for department purposes totalled to $1,300.00. Property taxes payments amounted to $5,427.49. The Property section prepared and processed the transfer of twenty-two (22) properties to Federal Parks, Canada for the expansion of the National Park during the fiscal year ending March 31, 1985. The Properties section prepared and Council authorized a Quit Claim Deed to Federal Canada for six (6) harbour waterlots; namely, Skinners Pond, Miminegash, Launching, North Lake, Naufrage, and Graham's Pond.

The Properties and Surveys Section, also wish to acknowledge the co-operation of the various Provincial and Federal Departments, Crown Agencies, private enterprise and general public, with whom the staff are involved.

F. The Operations and Maintenance Section is responsible for the operation and general maintenance of some 70 Government owned buildings located across the Province. Also, a number of rental buildings are maintained with monies budgeted by the Building Division. Our section is also responsible for the accommodation requirements of Government.

The Operations and Maintenance Section is divided in three regions: Western, Central and Eastern, with a maintenance supervisor and supporting staff as required located in each region. The Accommodation Section operates from the Charlottetown office and covers the Province from there.

Some of the major projects undertaken during the fiscal year 1984-85 include:

WESTERN REGION

(1) O'Leary Veterinary Clinic — complete overhaul and upgrading of the ventilation system.
(2) Summerside Health Centre — Roof repairs, general maintenance to grounds and interior (e.g. painting, carpeting and ceiling tile).

(3) Prince County Jail and Courthouse — painting of the entire jail area with fire-retardant paint; installation of new rubber tile floor covering in jail area; renovations to washrooms and showers; further work is scheduled for this building fiscal year 1985-86.
(4) Portable Classrooms — ongoing general maintenance.

CENTRAL REGION

(1) Provincial Sanatorium — heating system upgraded to provide individual room control; new roof on the auditorium; new entrance provided for Addiction Services.
(2) Province House Annex — heating system upgraded to provide individual room control; new electrical service installed, wiring will be upgraded next fiscal year, as well as further re-furbishing of the building interior.
(3) Correctional Centre — new dust control system installed in carpentry shop to eliminate dust created by machinery and make for a more healthy and safer work environment.
(4) Jones Building — meeting rooms established in basement to assist in security of the Complex; lighting on 2nd and 4th floors assessed and areas re-lamped to provide more efficient use of energy.
(5) Sullivan Building — continued replacement of windows, 1st floor completed this fiscal year. This provides us with new hopper type windows on 1st and 2nd floors. Old windows were very drafty and energy inefficient. Major renovations to 1st, 3rd and 5th floors to update space vacated by Vital Statistics, Nursing and some Social Services personnel. This space will be utilized by Social Services personnel from 3rd Shaw; Fisheries and Labour personnel; Dept. of Industry personnel from 3rd and 4th Shaw; Justice personnel as required.
(6) Province House — continued progress in refurbishing the Legislative Assembly and Madame Speaker's Office area.
(7) Hillsborough Hospital — new floor covering 1st. floor main building. Completed work on temporary quarters for maintenance and services personnel while structure is being built.
(8) Government House (Fanningbank) — work completed on refurbishing of private dining room. Renovations completed on Dukes Room (northwest bedroom) 2nd floor, including new wall paper and new oriental rug. Laundry room re-designed and completely renovated to provide more efficient use of space and greater storage area. Many items purchased for situation and use in the mansion. Start made on compilation of information and data to undertake a refurbishing of the house exterior in near future.
(9) Portable Classrooms — extensive repairs to these units, especially those relocated to Cornwall Primary.

EASTERN REGION

(1) Brudenell Resort — renovations to reception area main building; new commercial laundry equipment purchased and installed; new electronic cash register purchased; regular maintenance to lodge, chalets and swimming pool.

(2) Kings Co. Jail and Courthouse — upgrading the facilities to ensure no violations of fire code, etc. This is a continuing concern and great care must be taken to ensure greatest safety for occupants.

(3) Orwell Corner Museum — repairs to house, barn and supply of materials necessary to repair fences on the property. Assistance given to Heritage personnel in assessing requirements for restoration of old church located on the property.

(4) Highways Depot Bridgetown — renovations to provide offices for Highway personnel stationed in Kings County area.

(5) Forestry Depot Southampton — entire complex (office building and maintenance sheds) were cleaned, recaulked and painted. Major repairs carried out on overhead doors.

(6) Portable Classrooms — ongoing general maintenance.

ACCOMMODATIONS:

Responsibilities in this area include: Assignment of office space in government owned buildings. Telephone co-ordination and liason between government departments and Island Telephone. Control over inventory of surplus equipment and furnishings.

During fiscal year 1984-85 the major undertaking for this section was the arranging for and the move of Dept. of Health and Social Services, Vital Statistics, Highway Safety, Sports P.E.I. and Council for the Disabled to new offices in the MacMillan Building (formerly Ch'town Hospital). This project encompassed many hours of preparations, negotiations and frustrations before that move was made. Presently everyone appears happy in their new quarters. Other major projects include: a space study of all government offices in the Province, the field work was completed in March 1985 and is presently being collated and our floor plans updated. This information will be of great value to our section in future. A number of telephone exchanges were updated to provide more efficient use of the telephone system.

In addition to the above noted items, regular maintenance and everyday accommodation details were carried out as required by our Department or requested by other Government Departments and Agencies.

SCHEDULE OF BUILDINGS

Charlottetown and Vicinity:

- Sullivan Building
- Shaw Building
- Province House
- Province House Annex
- Provincial Home for Aged & Brecken House
- Highways Garage
- Highways Lab Buildings
- Old Health Building
- Government House and Garage
- Provincial Sanatorium and Nurses Home
- Hurry Road Forestry Complex
- Belmont Street Warehouse
- Coles Building
- Highways Paint Shop
- Sleepy Hollow Correctional Centre
- Queen's County Forestry Offices — Beach Grove
- Bunbury Nursery Complex
- Brackley Visitor Information Centre
- MacMillan Building
- Prince Edward Island Hospital
- Customs House

Riverside Hospital:

- Hillsborough General Hospital
- Riverside Hospital (Welfare)
- Laundry and Recreation Hall
- Nurses Home
- Superintendent's Residence and Garage
- Doctor's Residence
- Occupational Therapy Building
- Greenhouse
- Stores and Work Shop Building
- Sherwood Home

Falconwood Farm:

- Farmers Residence (Double)
- Herdsman's Residence

Beach Grove:

- Beach Grove
- Work Shop and Garage
- Central Heating Plant
- Pump House No. 1
- Pump House No. 2
- Barn
- Staff House
- Water Storage Building
- Fisheries Warehouse
- B.O.D. Lab Building

Summerside Area:

- Highways Garage
- Prince County Courthouse and Jail
- Dept. of Public Works Office
- Summerside Health Centre and Storage Garage

Others:

- Grain Elevator, New Annan
- Courthouse and Jail, Georgetown
- Visitor Information Centre, Pooles Corner
- Scale House, Borden
- Visitor Information Centre, Wood Islands
- Brudenell
- Brudenell Recreation Complex
- Scale House, Wood Islands
- West Prince Regional Service Centre
- Southern Kings & Queens Service Centre
- O'Leary Veterinary Clinic
- Grain Elevator, Roseneath
- Grain Elevator, Elmsdale
- Prince County Forestry Depot
- Southern Kings Highway Depot
- Kings County Forestry Depot
- Alberton Courthouse
- Lady Slipper Visitor Information Centre
- Fisheries Museum, Basin Head
- Museum, Orwell Corner

BUILDINGS DIVISION

TENDERS

P.E.I. Hospital Renovations

Opened June 29, 1984

General		
Earl A. Redmond Inc.	(awarded)	$ 458,000
Williams, Murphy & MacLeod Ltd.		528,000
Schurman Construction Ltd.		574,000
Fitzgerald & Snow Limited		647,000
Mechanical		
Bevan Bros. Limited	(awarded)	$ 239,000
Steen Contractors Ltd.		265,000
D. B. & J. (1971) Inc.		266,400
Raynors Plumbing & Heating		276,469
MacIntyre Sheet Metal		295,900
Inman Plumbing & Heating		297,333
Electrical		
Hansen Electric	(awarded)	$ 237,000
Delta Electric		241,620
MacLean & Son Electric		248,780
Inman Plumbing & Heating		326,327
D. B. & J. (1971) Inc.		383,700
Sprinkler		
B & G Sprinkler Ltd.	(awarded)	$ 91,000
Barley Sprinkler		110,544
Vipond Sprinkler		117,400
Viking Fire Protection		125,300
Scotia Sprinkler		126,846

Wood Fired Boiler — Sleepy Hollow Correctional Centre

Opened July 31, 1984

General		
D. B. & J. (1971) Inc.	(awarded)	$ 49,600
Schurman Construction Ltd.		64,620
Williams, Murphy & MacLeod Ltd.		66,133
Fitzgerald & Snow Ltd.		70,000

Sanatorium Renovations
Opened October 9, 1984

General

Schurman Construction Ltd.	(awarded)	$ 9,496
Bagnall's Mills Ltd.		10,595
MacLean Construction Ltd.		11,995
Williams, Murphy & MacLeod Ltd.		12,107
MacLeod Construction		13,210
Earl A. Redmond Inc.		14,570

Pinette Park Comfort Station
Opened October 23, 1984

General

Square K Construction	(awarded)	$ 11,144
Leonard Carver		11,550
Schurman Construction Ltd.		12,500

Southern Kings & Queens Regional Services Centre — Phase II
Opened October 30, 1984

General

Earl A. Redmond Inc.	(awarded)	$ 28,750
Schurman Construction Ltd.		38,800
George Campbell Inc.		40,272
Williams, Murphy & MacLeod		45,571

Strathgartney Park Comfort Station

Opened November 6, 1984

General

George Campbell Inc.	(awarded)	$ 60,071
MacLean Construction		61,950
Construction & Engineering Services		64,940
Bagnall's Mills Ltd.		72,950
D. B. & J. (1971) Inc.		74,800
Schurman Construction Ltd.		76,000

Mechanical

Brian L. Trainor Plumbing & Heating	(awarded)	$ 11,700
Mokler's Plumbing & Heating		12,200
Rayner's Plumbing & Heating		13,450
D. B. & J. (1971) Inc.		13,500
MacIntyre Sheet Metal		14,239

Electrical		
Earl Griffin Electric	(awarded)	$ 3,690
Sherry Electric		3,835
Olympia Electric		3,840
C.E.M. Electric		4,100
Newson Electric		3,990
Hansen Electric		5,100
Beach Grove Manor		
Opened December 31, 1984		
General		
Erskine Construction		$ 4,172,000
Williams, Murphy & MacLeod Ltd.	(awarded)	4,186,000
Schurman Construction Ltd.		4,512,000
Fitzgerald & Snow Limited		4,560,000
Mechanical		
MacIntyre Sheet Metal	(awarded)	$ 1,094,000
Inman Plumbing & Heating		1,133,250
Steen Contractors		1,178,500
D. B. & J. (1971) Inc.		1,195,000
Bevan Bros. Ltd.		1,202,000
Electrical		
Hansen Electric	(awarded)	$ 516,000
Inman Plumbing & Heating		537,400
Univex Maritimes Ltd.		544,000
Waite's Electric		577,500
Olympia Electric		544,000
Sprinklers		
Vipond Sprinkler	(awarded)	$ 275,917
Barley Sprinkler		280,491
Scotia Sprinkler		286,940
Waterfront Mall Liquor Store Renovations — Summerside		
Opened January 29, 1985		
General		
B & N Construction	(awarded)	$ 19,225
Bayside Contractors		21,700
Galeb Construction		26,000
Maddix Construction		26,200
Cameron Construction		27,000
Schurman Construction Ltd.		29,800

PARKS AND SERVICES DIVISION

This division was formed effective 1 April 1984 from parts of both the Planning and Services Divisions and now comprises five sectors under one director as follows:

— Provincial Parks
— Audio Visual Services Centre
— Government Mail Room
— Island Information Services
— Queens Printer

A. PROVINCIAL PARKS

This sector was completely re-organized during the year under four managers — Eastern Operations, Western Operations, Visitor Services and Resources. Construction capability is now provided to parks by public works or highways as required. Parks set as objectives for the future to become more responsive to Island resident users and to increase activity in individual parks, as follows:

—to improve the quality of facilities and services and, therefore, the image of the Provincial Park system.
—to address current demand more closely at each individual park.
—to actively support and encourage community day-use and involvement with parks.
—to actively promote and support organized recreation in the parks system.

A change in policy was made to allow canteen concessions to locate in some parks on a controlled basis in the 1985 season.

OPERATIONS

Three geographic regions with offices at Brudenell River, Mill River, and Beach Grove existed to operate the parks in 1984. This structure was changed effective 31 March 1984 to two geographic regions split at Charlottetown with Beach Grove becoming a satellite of Mill River.

These sections are responsible for running the parks and all programs provided within each from basic maintenance to recreation and interpretation. Support services are also provided to the Visitor Information Centres, to the Highway Information Signage System, and to heritage sites located in the parks. The park system is composed of fifteen camping parks and many other wayside parks, picnic sites, beach properties, and nature preserves.

The Mill River complex was completed and opened in early June 1984. The complex including tennis courts is operated by River Resorts Ltd. Parks operate the adjacent marina, golf course and campground facilities.

Where community groups exist with an interest in supporting parks in their area, efforts have been made to meet with them and work with them to improve the parks and to support any community activities planned. This activity has been fragmented in 1984 but will be developed as an ongoing program, with the hope of covering all parks. Improvements were made or planned at Pinette, Lord Selkirk and Cedar Dunes under this program.

Provincial Parks operations offer a variety of recreation programs including golf, tennis, boating, lawn bowling, skiing and swimming. Board sailing was introduced at Mill River and Brudenell River in 1984. A schedule of activities is planned at the major parks by recreation staff for visitors. Other facilities and support are provided in many parks for special events or community activities such as the Highland Games, golf tournaments, canoe races, Red Cross swimming and family picnics. Off season activities offered include skiing, tobogganing and a maple sugar operation. Beachfront supervision and recreation programs were offered at nine parks. The highlight of the year was perhaps the Canadian Senior Golf Championship held at Brudenell River with many compliments for both the challenge and condition of the course. Canoe races from Montague to Brudenell River and in the Mill River drew novice and expert paddlers.

Interpretive programs are offered in several parks, the most successful activies being campfires, narrated slide presentations and guided canoe trips. Additional plans are being made for increased involvement in programs and availability of more programs on indigenous subjects and activities.

Vandalism in specific parks and at specific times of the year continues as a major problem. High school parties pose the most consistent problem with Tea Hill being one of the hardest hit parks in 1984. Co-operation has been sought with school officials but no solution has been found to date to control needless destruction of property. Broken glass from bottles is a threat to visitors after these events.

RESOURCES

The Design and Implementation section was phased out prior to April 1984 and they had been responsible for planning, design and construction for capital construction for the parks. Construction and most of the design functions are provided by public works or highways and are quite satisfactory. The Resources section was formed during the year and consists of two staff. It

is responsible for planning of capital projects and co-ordination with the construction agencies plus longer term planning for all park lands and development.

Capital improvements were made during the year at Strathgartney with the addition of a new comfort station and are planned for early 1985 for Pinette and Cedar Dunes. Additional property was purchased at Strathgartney extending the park to the West River and plans are being made to promote canoe camping.

This section is also charged with environmental aspects of the parklands, drawing on the resources of forestry and environment sectors of government and is responsible for communications with natural resource groups in the private sector. A wildflower garden was developed at Brudenell River in 1984 sponsored by Island Nature Trust plus a joint publication of the P.E.I. Bird Check List.

The section supports operations with selection and training of naturalist staff and design development of seasonal programs for visitors. It also supports school units, offering training for science teachers to enable them to take advantage of the park system in their curriculum.

VISITOR SERVICES

This is a new section with a variety of responsibilities. The drop in campers since 1978 and a subsequent significant increase in the proportion of day users has prompted a new approach to planning. The section consists of four staff responsible for collection and evaluation of visitor statistics, evaluation of all present programs including maintenance and training, and promotion and organization of special activities. The section is also responsible for operation and planning of Brookvale Provincial Ski Park and supports the summer operations with recreational staff selection and training and program development.

There were an estimated 583,000 people in the parks during the season, a 16.4% increase over 1983. Camping increased marginally and the decline experienced since 1978 appears to be stabilizing. The figures are as follows:

	Camping Permits	Day Use Estimate
1980	38,053	423,000
1981	36,584	429,500
1982	30,524	443,800
1983	27,261	428,200
1984	27,424	501,500

Weather in 1984 was certainly a factor but the evaluation program is aimed at improving the quality of facilities and services to hold or increase the level of visitation. Golfing decreased by 3,110 rounds or 6.8%, mainly evident in the shoulder seasons. Skiers benefited from a longer season and resulting revenues increased to $41,364 or a 64% increase over 1983. This also reflects a general increase in fees. Fees for other programs were not changed and revenues totalled $567,218 or an increase of 8.5%. Plans have been approved to increase most user fees for the 1985 summer season with the exception of camping.

PROVINCIAL PARKS – CAMPING STATISTICS

1984

	Campsites Open		Permits Issued		%	Operating Days		Occupancy Rate %	
	1984	(1983)	1984	(1983)	Change	1984	(1983)	1984	(1983)
Mill River	72	(72)	1.862	(1,344)	+38.5	144	(143)	18.0	(18.1)
Jacques Cartier	46	(46)	1,088	(1,268)	–16.5	88	(87)	26.9	(34.7)
Linkletter	84	(84)	2,631	(2,816)	–6.6	88	(87)	35.6	(36.0)
Cabot	108	(144)	3,750	(3,590)	+4.5	88	(87)	39.5	(29.9)
Cedar Dunes	53	(53)	595	(535)	+11.2	88	(87)	12.8	(15.9)
Green Park	90	(90)	875	(993)	–11.9	88	(87)	11.0	(10.5)
Strathgartney	60	(60)	1,542	(2,015)	–23.5	144	(143)	17.8	(22.5)
Crowbush	60	(60)	1,167	(1,827)	–36.1	88	(87)	22.1	(22.4)
Brudenell – Cotton	48	(48)	1,530	(1,389)	+10.2	88	(87)	36.2	(45.1)
– Norton	104	(106)	3,404	(3,358)	+1.4	144	(143)	22.7	(22.5)
Red Point	36	(36)	1,966	(1,943)	+1.2	88	(87)	62.1	(62.8)
Lord Selkirk	72	(72)	1,523	(1,458)	+4.5	88	(87)	24.0	(24.3)
Northumberland	94	(94)	2,868	(2,335)	+22.8	88	(87)	34.6	(35.1)
Panmure	36	(36)	1,208	(1,124)	+7.5	88	(87)	38.1	(38.6)
St. Peters	30	(30)	368	(440)	–16.4	88	(87)	13.9	(14.1)
Campbells Cove	37	(37)	1,047	(816)	+28.3	88	(87)	32.2	(33.4)
	1,030	(1,068)	27,424	(27,261)				26.4	(27.1)

B. AUDIO VISUAL SERVICES CENTRE

Audio Visual supplies audio and video services to all government departments, agencies, commissions and crown corporations, and is responsible for maintenance of all government, school board and Holland College audio visual equipment. Services include production, graphics and short term loan of equipment.

A computerized master inventory of all audio visual equipment owned by government is controlled by the centre. All new purchases are approved by Audio Visual and the process is aimed at ensuring government departments obtain the best and most effective equipment for their specific needs. At the same time, Audio Visual can advise on duplication within departments and standardization of equipment to ensure repairability (i.e. availability of parts).

Statistics for year ending 31 March 1985
Total short term equipment loans — 1,244
Total AV purchases — all government departments — $36,590
Schools preventative maintenance — Units 1, 4 and 5
Equipment serviced — 1,446 pieces
Equipment delivered for repair — 425 pieces — all Boards
Equipment delivered for repair — 116 pieces — Holland College
Equipment delivered for repair — 305 pieces — Government

There were 84 service calls made to schools, government offices, etc., which made for a total of 336 man hours of work. The 'on-call" maintenance service for the court recording systems required approximately 10 visits by service personnel during the year. The legislative recording system has continued to operate excellently.

The graphics sector completed 506 projects for all government departments. This represents a 21.6% increase in demand for this section of our services. The year was highlighted by the Premier's conference — complete brochures, flyers and logos. Also, this year two commission reports were done consisting of full color layouts.

The production sector was responsible for the following:

— 58 video productions
— 3 video workshops
— 112 filming and editing sessions
— 12 weekly radio programs
— 90 audio tracks and promos
— 21 slide shows
— 69 press conferences and conference tapings
— 46 P.A. systems

C. POSTAL SERVICES

Postal Services is responsible for all government incoming, outgoing and interdepartmental mail including couriers to government buildings in Charlottetown and the four regional services centres. The objective of the section is to provide an efficient service taking full advantage of all options.

Total postage used has increased more than $60,000, reflected mainly in the Visitor Information Centre account as listed below. Savings from using the $0.23 incentive rate for first class mail was $8,000, down significantly from 1983-84 and plans are made to acquire seasonal staff time at peak periods to take better advantage. Incentives are offered based on volumes and increased sorting for each destination in our office rather than at Canada Post.

Summary of activity:

Incoming Mail – from Charlottetown Post Office	780,000	
Interdepartmental	430,000	
	1,210,000	pcs.
Outgoing Mail – Metered, sorted & dispatched	1,010,393	
Sorted & dispatched – cash	209,880	
Registered	695	
Insured	55	
	1,221,023	pcs.
Shortpaid Mail	$ 790	
Postage in meters (31.3.84)	$ 15,416	
Meter postage purchased	401,996	
Credit (spoiled meter impressions)	161	
	$417,573	
Meter postage used	$384,874	
Postage in meters (31.3.85)	32,699	
	$417,573	
Revenue – Postage recovered	$ 3,618	
Mass mailing	880	
	$ 4,498	

Postal Usage

	$	%
Finance & Tourism	13,370	2.3
Visitor Information Centre	174,077	30.6
Taxation	50,465	8.9
Accounting	31,421	5.5

Health & Social Services	60,909	10.7
Transportation & Public Works	32,018	5.6
Highway Safety	42,251	7.4
Education	38,732	6.8
Agriculture	26,220	4.6
Community & Cultural Affairs	22,227	3.9
Sport P.E.I.	16,382	2.9
Energy & Forestry	8,384	1.5
Fisheries, Industry & Labour	10,741	1.9
Justice	11,553	2.0
Hospital & Health Services	14,162	2.5
Civil Service Commission	6,256	1.1
Executive Council	5,382	1.0
Legislature	325	.1
Other	3,938	.7
	$568,813	100%

D. ISLAND INFORMATION SERVICE

The purpose of Island Information Service is to help provincial government departments, agencies, corporations, and commissions prepare and distribute information regarding their programs, services and other activities of interest to the public.

The media form the main channel for information from government to the people. IIS supplies a newswire service to the following Island news outlets: CBC, ATV, CFCY, CHTN, CJRW, the Guardian and Patriot, and the Journal-Pioneer. Press releases relating to government as well as notes to media concerning special government related events are distributed over this service. The newswire service has been upgraded at IIS to provide much more rapid and quieter transmission of messages. The same information is mailed to other media and interested parties. IIS distributed 1,342 releases between April 1, 1984 and March 31, 1985.

Photographic services, including a photo lab, are available to provincial government through IIS. Last year over 36,000 photos/slides, etc., were processed for 1,057 assignments. These assignments included promotional photography for marketing Island products, press photography, slide presentations and slide duplication.

The P.E.I. government telex and telecopier machines are run by IIS. During the past year our operators handled 7,248 incoming and outgoing messages over these machines.

Island Information Service is also responsible for answering mail inquiries, phone inquiries, and requests from walk-in clients, about Prince Edward Island and its government. Over 3,500 requests were answered by mail during the year.

At its location in the basement of the Jones Building, 11 Kent Street, IIS continues to stock all provincial acts and regulations and many other government publications. During the year 6,859 persons visited the office, and total sales from government publications amounted to $5,263.

IIS supplies a limited French to English and English to French translation service for government. Last year over 150 translation assignments were completed.

Updates are provided by IIS for Prince Edward Island entries in various encyclopedias, almanacs, yearbooks and directories. IIS also prepares the Provincial Government Section of the P.E.I. Telephone Directory. IIS publishes the Government Services Directory, the Quick Reference Guide, the Provincial Government Monthly Publications Checklist, Notes on P.E.I. and a Directory of Island Organizations, Clubs and Associations.

In December, 1983, Island Inquiries was established as part of IIS. Island Inquiries is a bilingual telephone information and referral service dealing with programs and services offered by the federal government and provincial government.

E. PRINTING

The Printing Section provides the following services:

1. A printing service for government departments, boards and commissions.
2. A volume copying service for government departments, boards and commissions.
3. A Xerographic copying service for the three-building administrative complex.
4. The publication, distribution and sale of:
   - The Royal Gazette
   - The Revised Statutes of Prince Edward Island
   - The Annual Statutes of Prince Edward Island
   - The Legislative Journal of Prince Edward Island
   - The Revised Regulations of Prince Edward Island

Receipts from advertising in the Royal Gazette and the sale of publications totalled $58,636. This compares with previous years as follows:

1980-81 — $43,901
1981-82 — $42,022
1982-83 — $60,186
1983-84 — $56,767
1984-85 — $58,636

During the fiscal year 1984-85, the presses produced 2,509 separate printing orders, representing a total of 8,905,478 sheets through the three job presses, an increase of 17.9%. This figure compares with the previous years as follows:

	Orders	Impressions
1980-81	2,126	8,176,432
1981-82	2,017	8,546,485
1982-83	2,145	7,824,098
1983-84	2,625	7,554,794
1984-85	2,709	8,965,478

In addition, a volume copying service is provided comprised of two Xerox 9400 copiers. Copying orders for this section totalled 3,221 as compared to 3,558 in 1983-84. Total production was 7,747,984 copies, a decrease of 1.3%. Comparison to previous years is as follows:

	Orders	Impressions
1980-81	2,650	6,934,948
1981-82	2,086	6,889,812
1982-83	2,495	6,383,954
1983-84	3,558	7,848,248
1984-85	3,221	7,747,984

The convenience copying service for the three-building administrative complex implemented in June, 1975 constitutes 20 machines currently. The two additional machines over 1983-84 were in Department of Labour and Island Information Service, both of which were relocated to the PAB complex the previous year and came under the authority of the Queens Printer on 1 April 1984. Production for the fiscal year was 2,953,957 copies, representing a decrease of 10.9% over 1983-84. By pooling the production of 20 machines, the lowest cost per copy is attained. The current cost is 4.9¢ per copy including paper as compared to 4.5¢ from 1983-84. Comparison with previous years is as follows:

	Impressions	Cost/Copy (incl. paper)
1980-81	2,696,092	4.93
1981-82	2,771,594	4.73
1982-83	2,940,152	4.90
1983-84	3,313,755	4.50
1984-85	2,953,957	4.90

Cost of paper is 0.60¢ as compared to 0.53¢ in 1983-84.

Distribution of Impressions:

	Presses	Volume Copiers
Agriculture	740,126	1,001,872
Community and Cultural Affairs	423,091	378,414
Education	1,012,825	1,844,987
Energy and Forestry	587,160	46,568
Finance and Tourism	863,655	685,187
Fisheries and Labour	290,045	85,263
Health and Social Services	1,375,717	1,175,066
Industry	131,790	1,006,466
Justice	401,245	272,230
Transportation and Public Works	2,494,076	312,717
Cabinet Office & Executive Council	145,597	104,829
Civil Service Commission	373,530	211,439
Housing Authority	21,890	27,662
Legislative Assembly	–	77,498
Sport P.E.I.	–	470,123
Miscellaneous	44,731	47,779
	8,905,478	7,748,100

Total number of copies for presses and volume copiers equals 16,653,578, an increase of 8.1%.

Distribution of Convenience Copiers:

	Volume
1. Premier's Office	46,742
2. Executive Council	95,414
3. Justice	90,837
4. Education	362,025
5. Treasury Board	329,266
6. Tourism	206,953
7. Accounting	115,963
8. Land Valuation & Assessment	88,896
9. Civil Service Commission	180,000
10. Agriculture)	255,048
11. Agriculture)	
12. Computer Services	112,567
13. Community & Cultural Affairs	234,710
14. Transportation & Public Works)	335,894
15. Transportation & Public Works)	
16. Health & Social Services)	

17. Health & Social Services)	308,305
18. Health & Social Services)	
19. Fisheries & Labour	124,739
20. Island Information Service	66,598
	2,953,957

In summary, the number of press impressions is up. This is mostly due to the additional production provided by 250 overtime hours. A further indication of the over capacity situation which exists on the job presses is indicated by the expenditure of $30,500 on presswork and materials in the private sector. The volume of copying done on both the high volume and convenience copiers is down, reversing a long standing trend.

TRANSPORTATION DIVISION

The following is a report of activities of the Transportation Division and a review of developments in transportation and communications policy and services for the year ended March 31, 1985.

AIR TRANSPORT

Since 1977 there have been discussions between the federal and provincial governments, air carriers and others concerning the need to modernize domestic air carrier policy. In May 1984 the Minister of Transport announced a new air policy aimed at liberalizing regulation of the airline industry in Canada. The policy, developed following a consultative process involving public hearings by the House of Commons Transport Committee and the Canadian Transport Commission and an examination by a special task force, provided for:

a) easing of price regulations;
b) removal of restrictions on competition among carriers;
c) development of community air service projects;
d) direction to the Standing Committee on Transport to determine how further "liberalization" should occur;
e) direction to Air Canada to operate in a business-like manner with no unfair competitive practice;
f) equal access to airports to new and existing airlines;
g) direction to the Canadian Transport Commission to speed up the regulatory process, to acknowledge the benefits of increased competition when examining license applications and to hold hearings this summer to review air service in the north.

The policy, which was described as the first phase of a long-term plan to "liberalize" economic regulation of the airline industry, is intended to encourage competition and increase productivity in the industry, and reduce air fares. There appears to have been no noticeable effect of the new policy on normal fare levels in the Atlantic region to date, but Prince Edward Island has experienced a deterioration of service in the form of poorer schedules.

In 1984, Air Canada continued its daily return flight between Charlottetown, Ottawa and Toronto but at a less convenient time. Flight 654 left Toronto at 9:45 a.m. and Ottawa at 11:05 a.m. with the result that it was practically impossible for Islanders to conduct business in the morning in either city and take advantage of the direct flight to Charlottetown. In addition to the daily flight, a non stop flight was operated between Charlottetown and Toronto 4 days per week during the summer months.

Air Canada's President Claude Taylor, was appointed Chairman of the corporation and was replaced in the office of president by Pierre Jeanniot.

Air Canada sold 86.5% of the shares of Nordair to Innocan Ltd., a company based in Montreal, in a transaction involving $38.8 million.

In 1984, Air Canada reported a profit of $27 million but increased its debt considerably due to the purchase of six new Boeing 767 airplanes. The profit was in large measure due to the revenue from the sale of Nordair.

During the period covered by this report Eastern Provincial Airways provided daily return service between Charlottetown with flights at various times, most of them operated by EPA's Air Maritime division with turbo prop aircraft. Once daily return service was also provided to the Magdalen Islands with turbo props. Prince Edward Island no longer enjoys direct service between Charlottetown and Montreal although daily direct service through Halifax was provided between Charlottetown and Toronto after the end of October. In the fall/winter schedule Eastern Provincial eliminated the two evening flights to Halifax with the result that Prince Edward Island had no scheduled air service from the province after 3:20 p.m. This deterioration of service caused much inconvenience and many complaints. A schedule introduced in March restored one evening flight but eliminated service from Halifax in the morning, again prompting many complaints from the travelling public and others such as operators of courier services. The services and schedules presently offered by Eastern Provincial fall far short of the excellent service provided by this airline to Prince Edward Island over the previous one and a half decades. The unsatisfactory on-time performance record of the airline has also prompted many complaints.

In April 1984 CP Air purchased Eastern Provincial Airways for $20 million cash and assumed its accumulated debts of $47 million. The acquisition of Eastern Provincial Airways gives CP Air a coast to coast network.

In November Eastern Provincial filed applications with the Canadian Transport Commission to add the point Ottawa to its license and to consolidate the existing eastern Canada license held by the airline. These applications were approved by the Commission.

In 1984 Eastern Provincial Airlines lost $2.7 million.

CP Air enjoyed a good year, reporting a profit of $13.8 million. An application to provide local air service using de Havilland twin Otters was filed with the Canadian Transport Commission by a Sydney based firm using the name Air Bras d'Or. The application is for authority to provide twice daily service to the points Charlottetown in Prince Edward Island, Sydney, Port Hawkesbury, Digby and Halifax in Nova Scotia, and Charlo, Moncton,

Fredericton and Saint John in New Brunswick. The Air Transport Committee has not rendered a decision on this application to date.

Rate levels in the airline industry generally increased by 4% in 1984.

AIRPORT DEVELOPMENT

The tender for the air terminal of the Charlottetown airport redevelopment project was let in October 1984. The firm of Boyd and Garland of Dartmouth, NS was the successful bidder. The contract amount for the air terminal element was estimated at $4.8 million. Transport Canada officials, in discussions with the Transportation Division, have indicated that they are cautiously optimistic that the building will be available for the 1986 tourist season.

The control tower which was constructed by M.F. Schurman Ltd. at a cost of $2.4 million became operational on October 17, 1984. The new east-west crosswind runway was open to air traffic on October 15, 1984.

ATLANTIC PROVINCES TRANSPORTATION COMMISSION

Now in its 60th year of operation as a regional shippers' service agency, the Atlantic Provinces Transportation Commission had another productive year providing a wide range of transportation related services to business and industry in the Atlantic provinces. The Commission is funded by the four Atlantic Governments and maintains offices in Moncton with a staff of 12, making available to transportation users, agencies and organizations a great deal of transportation expertise to assist them in obtaining the best transportation at the lowest price. It maintains the only complete tariff library in the Atlantic region and, at year end, was planning for the installation of a computer to speed up the delivery of rate information and advice to its clients.

The Commission is governed by a Board of Directors, 10 of whom are appointed by the provincial governments and 10 by the Atlantic Provinces Chamber of Commerce.

Prince Edward Island's share of the Commission's budget is 1/15 and this Province is represented by the following directors:

Government	— Kenneth A. MacKenzie
	— David A. Scales
Chamber of Commerce	— George Key
	— Norman Clarey

BUS TRANSPORT

Scheduled bus services for passengers and parcel express are operated to, from and within the province by Island Transit, SMT Limited and Via Rail Canada Inc.

Island Transit, which commenced operation originally as Island Transit Cooperative Ltd., is now owned by the Province and managed by the Transportation Division. It shares a terminal with Via Rail Canada Inc. and also contracts with this corporation for ticketing and baggage services. It provides return service along the Tignish—Summerside—Charlottetown route five days per week on a year round basis and offers a seasonal service from June to October between Souris and Charlottetown and Charlottetown and New Glasgow, NS, interlining with Acadian Lines to connect with services along different routes to and from points in Nova Scotia and New Brunswick. Island Transit had an operating profit of $3,518 in 1984.

Pursuant to a directive from the Canadian Transport Commission, Via Rail Canada Inc. provides daily return intercity coach service between Charlottetown, Hunter River, Kensington, Summerside, Borden and Moncton over a charter arrangement with Trius Taxi of Fredericton, NB, replacing the passenger train service which operated between Charlottetown and Sackville prior to 1969. These services provide connections with Via's transcontinental trains as well as other bus services.

SMT Limited operates daily return bus service between Charlottetown and Moncton, offering good connections with its bus services along other routes to points in New Brunswick and other points in Canada and the United States. SMT Limited also provides charter service to Prince Edward Island.

COMMUNICATIONS

The Atlantic Consultative Committee on Communications, which is composed of communications officials of the four Atlantic Provinces and the federal Department of Communications, met three times during the year to discuss a wide range of communications issues, some of which included:

— competition as it relates to the provision of telephone service;
— national broadcasting policy;
— Regulation — Deregulation
— Telecommunications Policy Review;
— local measured service;
— universal availability of telephone service.

During the year CNCP Telecommunications applied to the federal regulator (CRTC) to provide long distance telephone service in competition with Bell Canada and British Columbia Telephone Company in the provinces

of Quebec, Ontario and British Columbia. The Governments of New Brunswick, Nova Scotia and Prince Edward Island, through their agency, the Council of Maritime Premiers, intervened opposing the CNCP application due to the significance of the proceeding on voice telephone service in Canada. The intervention addressed four issues:

1. The impact on the Maritime Carrier's shares of telecommunications revenue.
2. That a very major change in how long distance service is provided in Canada is being considered without policy guidance by governments.
3. That competition, if put in place by the CRTC, will inevitably cause rates to reflect costs.
4. That cost based rating will increase local rates substantially, producing a detrimental effect on the current universal availability of telephone service.

The Provinces concluded that the real issue to be considered is not competition between carriers. It is the merits of cost based pricing versus system-wide pricing and the question of whether universal availability of high quality service can be maintained and extended at cost based rates. Further, the Commission should not authorize a change into the unknown until more information is available to governments to determine the policy that will best serve the public interest.

The Honourable Marcel Masse visited Prince Edward Island in late October. The purpose of his visit was to meet his provincial counterpart, the Honourable Gordon Lank to obtain his views on communications issues affecting Prince Edward Island. The Department took this opportunity to raise a number of concerns with particular emphasis on three major points:

a) to ensure the existence of our regulated carrier to continue the provision of adequate service to Prince Edward Islanders at just and reasonable rates;
b) to emphasize that decisions respecting fundamental changes in policy should be made by government and not by regulators;
c) to draw attention to the fact that a large proportion of our population, almost 50%, have no access to cable television or cancom services.

The Province accepted the invitation of the federal Minister to participate in the Telecommunication Policy Review and assured him of his full cooperation in this important matter.

Officials of the Transportation Division participated with the federal government and the Provinces of Newfoundland, Nova Scotia, New Brunswick, Ontario, Manitoba, Saskatchewan and Alberta in a study to assess the impacts of competition in message toll telephone services. The study was

undertaken by the firm of Peat Marwick in association with National Economic Research Assoc. Inc. and Telecomsyst Services, Inc. Prince Edward Island's share of the cost was $1,000.

FEDERAL/PROVINCIAL COMMITTEE ON ATLANTIC REGION TRANSPORTATION

The Federal/Provincial Committee on Atlantic Region Transportation is the principal forum for federal/provincial consultation and cooperation respecting transportation policy issues at the officials' level. It has existed since 1969 and its members include the Directors of Transportation from the five eastern provinces, Transport Canada and the Canadian Transport Commission. The Committee met on several occasions during the year to deal with subsidy matters and other transportation issues of interest to the Atlantic provinces.

FEDERAL/PROVINCIAL COMMITTEE ON TRANSPORTATION STATISTICS

The Federal/Provincial Committee on Transportation Statistics was an initiative of Statistics Canada designed to obtain information on provincial and territorial statistics requirements and to provide the provinces and territories with an opportunity for input into the development of statistical programs. The committee meets several times a year and its members from this province are Directors of the Statistics and Transportation divisions.

FEDERAL/PROVINCIAL INTERMODAL IMPACT STUDY

In 1984, Canadian National Railways presented the Province with the details of a 5-year operating plan which indicated a pronounced trend toward an intermodal system, replacing the rail carload method of shipping. Concern over the implications of this change for highways and the ferry systems led to a federal/provincial study to assess the impact of converting to an intermodal system. The study, which was carried out by officials of Transport Canada, the Canadian Transport Commission and provincial Department of Transportation and Public Works, assessed the impact on ferries, on the rail operation, unemployment and on the highway system and made some useful recommendations. However it failed to develop practical solutions to the most pressing problems which could be expected to arise from a shift to an intermodal system. These are the lack of ferry capacity to accommodate the increased truck traffic and the need for extensive upgrading of the highway system to replace the rail system.

It was agreed to establish a committee to monitor developments arising from CN's proposed plan on an on-going basis.

FERRY SERVICES

The Water Transport Assistance Directorate of Transport Canada undertook an update of the Prince Edward Island—Mainland Transportation Study, a comprehensive examination of Prince Edward Island ferry services completed in 1976, and presented a report in June 1984. The update was carried out by officials of Transport Canada and addressed all aspects of the ferry services and produced conclusions and recommendations too numerous and detailed to be included in this report. In general the study indicated that since the original report in 1976 both ferry operators had provided improved levels of service and that significant improvements in passenger amenities on both ships and at the terminals had been carried out. The recommendations of the study were for the most part consistent with those included in the 1976 report and, if implemented, should provide for on-going improvement in the two ferry services.

The need for new vessels to provide adequate capacity and greater efficiency in the ferry service operated by Northumberland Ferries Ltd. between Wood Islands and Caribou has been apparent for many years. The Water Transport Assistance Directorate commissioned a study to provide information to assist in the planning of fleet and terminal requirements for the ferry services up to the year 2000. The study was divided into three parts:

1) determination of vessel/terminal needs for various traffic forecasts;
2) development of alternative vessel concept designs to meet forecast traffic demand;
3) assessment of the most cost effective means of achieving the required capacity.

The study was carried out by the consulting firm, German Milne Inc. and recommended, among other things, the design and construction of a 130-car vessel for Northumberland Ferries Ltd. to be completed in mid 1986, re-engining of the MV Prince Nova and Prince Edward, construction of another 130-car vessel and the construction of new bi-level terminal facilities to accommodate the new vessels.

Following the presentation of the economic statement by the federal Minister of Finance in November, 1984, the federal government issued a directive to ferry service operators that rates for east coast ferry services were to be adjusted on April 1, 1985, to produce a 15% increase in revenue. Strong representations were made to the federal transport minister opposing the increase and there were many meetings involving officials of the federal and provincial governments and the ferry operators to attempt to arrive at rate structures which would produce a much smaller increase and reduce the differential between the services operated by CN Marine and Northumberland

Ferries Ltd. These efforts failed and the ferry operators will issue new tariffs effective April 1, 1985, providing increases varying from approximately 5% for automobiles to 41% for passengers using the Borden-Cape Tormentine service while fares for automobiles on the Wood Islands-Caribou service will increase 15% and passenger fares will increase 18%. The charge for an automobile and four passengers in the Borden service will increase by 23% and the charge for a similar vehicle in the Wood Islands service will increase 16.6%. The increase for a truck and driver using the Borden service will vary from 4% to 24%, depending on the length, and the charge on the Wood Islands service will increase from 8% to 27%. Rates for recreational vehicles will be decreased by varying amounts.

The winter schedule operated by CN Marine has resulted in delays at the terminals at Borden and Cape Tormentine. The 2 to 2½ hour gaps between crossings do not constitute adequate service and CN Marine should revert to the schedule which provides crossings every 1½ hours. Truck traffic has experienced lengthy delays at certain times of the year due to the inadequate capacity for trucks on the Holiday Island and Vacationland and the fact that better use is not made of the Abegweit.

The lack of capacity on the Wood Islands-Caribou service continues to be a source of frustration and costly delays to travellers and the trucking industry and its customers. Despite the efforts of the provincial government and Northumberland Ferries Ltd. and the justification provided by numerous studies and surveys, the federal government has still not taken any positive action on the proposal to construct two new 150-car vessels for this service.

CN Marine has become a crown corporation separate from Canadian National Railways. In the new organization, a vice-president for the Prince Edward Island and Bay of Fundy services has been located in Charlottetown and two representatives from this province were appointed to the Board of Directors. The new directors are Simon Compton and David Loggie. As in previous years, many meetings between Transportation Division staff and Transport Canada and the ferry operators were held to discuss rates, schedules, capacity, vessel utilization, delays and diverse problems related to the operation and service to the public.

The Borden-Cape Tormentine service operated on various schedules throughout the year, which varied from 14 crossings per day from each terminal during the winter months to a minimum of 20 during the summer with extra crossings made to meet peak demands. The 1984 subsidy paid to CN Marine for operating this service was $36,033,000.

The Wood Islands-Caribou service operated from May 3 to December 20, 1984 providing crossings which ranged from 8 per day from each terminal to

18 per day during July and August. Representations from this Department to the Minister of Transport on behalf of the trucking industry were successful in having additional crossings scheduled in the spring and fall in 1985. Northumberland Ferries Ltd. received a subsidy of $5,800,000 to operate this service in 1984.

C.T.M.A. operated its service between Souris and Grindstone, Magdalen Islands on schedules which provided 1 return crossing six days per week from April 1 to September 30, with extra crossings scheduled during the summer months and a reduced schedule from October 1 to January 31. The 1984 operating subsidy for this service was $2,184,000.

FIXED CROSSINGS

There have been indications of renewed interest in some quarters in a fixed crossing between this province and New Brunswick. An Ontario research and development agency has discussed with this Department a proposal for a study to determine the feasibility of an electric train tunnel between Borden and Cape Tormentine. It is the contention of this agency that new technology in tunnel construction would greatly reduce construction costs and that operating costs for this concept would be much lower than existing ferry operating costs. There have also been reports of private interests developing a proposal for a fixed crossing. Information contained in a Transport Canada report indicates that the original estimate of the cost of constructing a fixed crossing, which was $212,500,000 in 1968 has escalated to $740,000,000 in 1982 dollars. Although a great deal of study has gone into the physical and financial feasibility of a fixed crossing, the socio-economic implications have thus far been largely ignored.

FREIGHT AUDIT SERVICE

The Freight Audit Service was created by the Maritime Provinces governments as a means of minimizing freight transportation costs for shippers and receivers in the Maritimes. It operates in conjunction with the Atlantic Provinces Transportation Commission and draws part of its funding from the three governments and the remainder from fees charged to clients, based on 50% of overcharges identified in audits. During the year this agency performed 72 audits for 43 different companies. Its revenue budget was $84,025 of which $37,100 was received in government grants and the balance from client revenue. Prince Edward Island's share of the total budget was 1/15 or $3,100. This will increase to $3,250 in the 1985-86 fiscal year. The service identified $100,423 in overcharges during the year.

MARITIME PROVINCES TRANSPORTATION COMMITTEE

This committee was appointed by the Council of Maritime Premiers to co-ordinate the transportation initiatives of the three Provinces so as to achieve uniformity and an integrated approach to transportation in the Maritime region. The members of the Committee are the Directors of Transportation from the Maritime Provinces and meetings are held on an as required basis. In 1984, the Committee concentrated mainly on a review of inter-provincial truck regulation and the development of uniform regulatory reform measures to improve efficiency and foster competition in the for-hire trucking industry. A report was presented to the Premiers in June and the recommendations of the Committee were accepted. The Committee dealt also with a number of other issues, including regional air service, intercity bus service and ports policy.

MOTOR CARRIER REGULATORY REFORM

Since 1980, when deregulation of the trucking industry was effected in the United States, there has been ongoing pressure on Canadian governments for less regulation. The provincial and territorial governments eventually responded to this pressure by undertaking a comprehensive review of legislation and regulations governing extra-provincial truck operations. Following extensive preparatory work by transportation officials of the federal, provincial and territorial governments, functioning as the Standing Committee on Motor Carriers of the Canadian Conference of Motor Vehicle Administrators, the Council of Ministers Responsible for Transportation and Highway Safety, in May 1984, agreed to take immediate action on regulatory reform respecting extra provincial trucking, prescribed terms of reference for the CCMTA Standing Committee on Motor Carriers, directing it to develop recommendations for "shifting the burden of proof on entry from the applicant to the respondent, eliminating rate approval for all extra provincial rates, implementing an expanded common list of specified commodities which would be exempt from economic regulation." The Committee was also directed to recommend measures for streamlining the administrative regulatory processes, developing an integrated approach to the collection of all truck related taxes reporting and enforcement procedures and other administrative requirements, to give further study to the elimination of the public convenience and necessity test and to prepare an implementation plan for regulatory reform for consideration at the September meeting of the Council of Ministers. The Ministers directed the Committee to undertake further work which culminated in the signing of a "Memorandum of Understanding Respecting a Federal-Provincial-Territorial Agreement on the Economic and Administrative Regulation of Truck Transport on February 27, 1985. As a result of the agreement and the action taken by the Council of Maritime Premiers, to which reference is made in the section of this

report covering the Maritime Provinces Transportation Committee, the three Maritime Provinces introduced bills in their legislatures to amend their Motor Carrier Acts to provide for the regulatory reform measures agreed to by the provincial and territorial transportation ministers. It is anticipated that similar action will have been taken by all of the governments by the end of 1986.

P.E.I. POTATO LOADING POINTS PROGRAM

The Souris loading point was turned over to the Potato Marketing Board for operating in February 1983. The contract was awarded to Cheverie Construction and the total cost amounted to $385,000. During the 1983-84 shipping year, 63 rail cars were put through this loading point.

The Albany loading point was turned over to the Potato Marketing Board in late December of 1983. McLean Construction Ltd. was awarded the contract which included office accommodation for Agriculture Canada inspectors. The cost of this facility amounted to $825,000 and has 5 loading bays compared to 3 at Souris.

The provincial Department of Agriculture has agreed to insure the Potato Marketing Board against possible shortfall between revenue and costs during the pilot project. Comparing this shipping season over last, data provided by the Potato Marketing Board shows a 16% decline in rail cars and 33% increase in intermodal (highway) movements to Ontario and Quebec. The full crop year operation at Souris and half year at Albany does not appear to have affected the continuing rail-to-truck modal shift in these areas. The reduction in rail shipping from the previous shipping season can be attributed to two primary factors. Firstly, strong demand and high domestic price had a tendency to negate the cost differential between rail and truck. Secondly, extensive off-shore exports reduced the level of shipment available for rail car. The Potato Marketing Board are actively encouraging their members to make better utilization of both loading points.

PORTS

Tenders were called in March, 1985, for the construction of a new 820 foot wharf at Georgetown to replace the railway wharf destroyed by fire in 1983. It is expected that the project, which will include a shed, will be commenced in May, 1985 and will cost between $5 and $6 million.

The federal government announced an appropriation of $5.3 million for improvements on the port of Souris. The project will include wharf construction and upgrading as well as other improvements to port facilities recommended in the P.E.I. Ports Master Plan and will be funded under the

transportation subsidiary agreement of the Economic and Regional Development Agreement signed by the Province and the federal government in 1984.

Improvements to port facilities in Summerside will also be funded under the ERDA transportation sub agreement. These include dredging of the berth on the west side of the railway wharf to a depth of 28 feet, dredging the channel to a depth of 22 feet and strengthening the wharf. The cost of this work is estimated to be about $4 million.

The Maritimes Regional Advisory Council, established under the Canada Ports Act to make policy recommendations to the Minister of Transport respecting Maritime ports, held its first two meetings in 1984. The meetings dealt largely with matters of an organizational nature. The Council is currently chaired by the Chairman of the Halifax Port Corporation and the other members are the Chairman of the Saint John Port Corporation, the Regional Director of the Canadian Coast Guard, the Directors of Transportation from the Maritime provinces and an official from the Marine Administration of Transport Canada in Ottawa.

Local Advisory Committees have also been appointed for this province's principal ports under the provisions of the Canada Ports Act.

RAIL TRANSPORT

On April 25, 1985 the Atlantic Region Vice-President of Canadian National Railway, Mr. R. G. Messenger, met with the Honourable Gordon Lank, the Honourable Prowse Chappell and other provincial government officials in Charlottetown. At this meeting Mr. Messenger presented Canadian National's Prince Edward Island operating plan.

Mr. Messenger stated that Canadian National has seen its share of Prince Edward Island traffic steadily declining in favor of the trucking mode over the past 20 years and that, in order to become more competitive and increase its share of the market, it is proposed to introduce an expanded intermodal service on Prince Edward Island. This would mean a substantially reduced rail network supplemented by piggyback/container service. Mr. Messenger, in his presentation, indicated that carload traffic to and from Prince Edward Island decreased from approximately 805,000 tons in 1964 to approximately 263,000 tons in 1983.

Mr. Messenger further stated that CN's Prince Edward Island branch line operation was losing approximately $2 million, annually. In order to reach the break even point on these lines, traffic would have to increase from 263,000 tons to 620,000 tons. Canadian National contends that the present rail system

has been refined to the point where no further significant improvements can be made to it and points out that the shift to an intermodal system is not peculiar to Prince Edward Island but is occurring in other provinces as well.

Mr. Messenger stated that Canadian National wishes to maintain its Prince Edward Island presence and has decided that an intermodal system best suits its objectives of gaining a greater share of the Prince Edward Island market.

The CN representatives indicated that the transition from a rail carload system to an intermodal system would take place over a period of five to ten years. During this time frame, CN would continue to operate a parallel rail intermodal system and it would be up to shippers and receivers to determine which system best suits their needs. Mr. Messenger agreed to continue dialogue with provincial officials as well as shippers and receivers to receive their input into decisions respecting major changes in the railway operation.

In response to an application from Atlantic Container Express, the Canadian Transport Commission investigated rates being charged by Terra Transport for traffic moving by container from the mainland to Newfoundland and found that 127 rates were non compensatory and, therefore, in violation of Section 276 of the Railway Act. The Commission disallowed these rates and ordered Canadian National to increase them. However, in February 1985, the federal Cabinet overturned the CTC order and the rates were not increased. There is reason to believe that low rates published by Terra Transport from Ontario and Quebec points make it difficult for P.E.I. shippers to compete in Newfoundland markets.

Following the expiration of the federal price restraint guidelines, Canadian National announced that rates for most commodities would be increased by about 8%. Rates for agricultural limestone destined to P.E.I. points, however, were increased by amounts ranging from 13% to 63%.

Canadian National Railways reported a net profit of $241,951,000 for 1984. The profit on the corporation's rail operation, however, was $304,432,000.

VIA RAIL

During the year it was announced that Via Rail Canada Inc. would restore its other passenger train, the Atlantic, operating between Moncton and Montreal through Saint John. There has been ongoing pressure to restore this service since it was discontinued in 1981.

In 1984, the Minister of Transport appointed a "Rail Passenger Action Force" to define a national rail passenger network and to define and oversee a new rail passenger investment program. The Force is to report by May 1985 and its report will undoubtedly influence the direction of Via Rail in the future.

As in previous years, Via had more than its share of service problems as it continued to operate with antiquated unreliable equipment. It is anticipated that funds will be made available for new equipment in the coming year.

The Via Atlantic Advisory Council met on four occasions during the period of this report. The Council monitors Via's operation and makes recommendations to the President on policy and service matters.

Via reported a profit of $1,574,000 for 1984, however, this was achieved with a federal operating subsidy of $398,000,000.

GENERAL

Canada is on the brink of a drastically changed transportation environment. The Minister of Transport has indicated that a white paper, dealing with a proposed new transportation policy and extensive legislative changes, is expected to be completed by the end of June, 1985. There are strong indications that the new policy will place a great deal of emphasis on deregulation of the various transport modes and on greater cost recovery, measures which could have serious implications for transportation services and costs in Prince Edward Island and the other Atlantic provinces. It will require diligence and strong representation on the part of the Province to ensure that the interests of Prince Edward Island are adequately protected when the process of developing new transportation policy and drafting new legislation is initiated. This development together with the growing threat to the future of the Island's rail service will present a formidable challenge to the Transportation Division during the coming year.

TRANSPORTATION STATISTICS

AIR

Air Passenger

	1983		1984			
	TO P.E.I.	FROM P.E.I.	TO P.E.I.	FROM P.E.I.	TO P.E.I.	FROM P.E.I.
Air Canada	29,718	33,929	63,647	32,908	35,728	68,636
Eastern Provincial	32,308	30,183	62,491	41,201	39,564	80,765

Air Freight & Air Mail (Lbs)

	1983 CARGO		1984 CARGO	
	TO P.E.I.	FROM P.E.I.	TO P.E.I.	FROM P.E.I.
Air Canada	287,592	564,728	226,259	448,043
Eastern Provincial	313,603	866,528		

	1983 MAIL		1984 MAIL	
	TO P.E.I.	FROM P.E.I.	TO P.E.I.	FROM P.E.I.
Air Canada	386,715	103,045	424,555	53,828
Eastern Provincial	291,734	170,511		

BUS

ISLAND TRANSIT

	1983	1984	
Charlottetown/Souris	874	965	(11/06/84-08/10/84)
Charlottetown/Tignish	9,411	10,059	
Charlottetown/New Glasgow	2,546	3,486	(11/06/84-08/10/84)

VIA RAIL BUS SERVICE

	1983	1984
Passengers from P.E.I. to Mainland	20,793	21,103
Passengers to P.E.I. from Mainland	21,471	21,311

FERRY

CN Marine – Borden/Cape Tormentine Ferry Service

	Autos	Trailers Campers	Trucks	Tractor Trailers	Buses	Rail Cars	Passengers
1983	478,292	29,423	73,807	75,095	3,251	11,424	1,565,603
1984	483,004	30,519	74,309	82,727	3,178	10,609	1,583,298

Northumberland Ferries Ltd. – Wood Islands/Caribou Ferry Service

	Autos	Rec. Vehicles	Trucks	Buses	Passengers	M/cycles Bicycles
May 22-Dec. 19/83	141,346	13,791	31,269	1,320	496,400	7,159
May 3-Dec. 20/84	150,355	14,075	14,811	1,324	525,026	7,322

C.T.M.A. – Souris-Grindstone Ferry Service

	Autos	Trailers	Vans Trucks	M/cycles Bicycles	Heavy Mach.	Passengers
1983	12,125		4,088	1,879	63	43,612
1984	10,095	1,671	4,127	1,547	37	40,357

RAIL

Freight in Carloads

	TO P.E.I.	FROM P.E.I.	TOTAL
1984	3,251	2,165	5,416
1983	3,172	3,068	6,240

Freight in Tons

	TO P.E.I.	FROM P.E.I.	TOTAL
1984	199,671	89,959	289,630
1983	181,210	113,798	295,008

WATER

TONS (Metric)

	Charlottetown		Georgetown	
	Loaded	Unloaded	Loaded	Unloaded
1983	22,974	18,474	–	2,897
1982	10,707	343,460	16,791	35,858

	Souris		Summerside	
	Loaded	Unloaded	Loaded	Unloaded
1983	9,136	–	74,473	–
1982	16,202	5,442	60,951	35,506

	TOTALS	
	Loaded	Unloaded
1983	106,583	21,371
1982	87,806	384,400

VESSELS

	ARRIVALS		DEPARTURES		TOTALS	
	1983	1982	1983	1982	1983	1982
Charlottetown	24	148	23	152	47	300
Summerside	39	56	39	60	78	116
Souris	10	12	13	10	23	22
Georgetown	2	36	3	36	5	72

N.B. DOES NOT INCLUDE DOMESTIC

(1984 statistics not available)

HIGHWAY SAFETY DIVISION

The Highway Safety Division operated branches at Alberton, Souris, Montague, Summerside, and headquarters in Charlottetown providing the general administration, safety programs and registration functions.

The Division's overall objective is to promote safe conditions for highway users, provide registration for vehicles and drivers and to support the Minister of Transportation and Public Works in the administration of the **Highway Traffic Act** and the **Off-Highway Vehicle Act.**

During the year, a substantial review of the **Highway Traffic Act** was undertaken resulting in amendments proposed to twenty-seven (27) sections of the Act. The major area of changes proposed are provisions for year-round registration, strengthening of the provision for curative measures for drinking drivers, mandatory seat belts for children under the age of twelve(12) years, restricting the use of window glazing, and improving the administrative and procedural process for liability insurance.

Regulations were approved to permit the establishment of private sector Driver Education Schools, farm truck inspections and vehicle spring weight restrictions. In addition, the Division implemented a program to increase the use of the mail for the renewal of vehicle registrations which accommodated approximately 10% of the peak period registrations. Printers were introduced to provide vehicle permits at time of renewal, thus reducing the mailing of permits at a later date and increasing customer satisfaction.

An agreement for vehicle identification for handicapped was signed with the other Provinces and Territories and co-ordinated with the Council of the Disabled.

Consistent with the Canadian movement to simplify regulations and administration for the trucking industry, the Division participated in studies and initiated steps to simplify intra and inter provincial trucking registrations. Steps have been taken to participate in the issuance of a single Cab Card which will be valid in all Canadian jurisdictions in which the vehicle is registered. Another study involves the process of developing a single report form for reporting intra jurisdictional travel for the purpose of registration sales tax and fuel tax. The highway scale operation has been transferred to the Highway Safety Division as a measure to amalgamate trucking industry administration functions.

The Charlottetown office of the Division moved to the Dr. W.J.P. MacMillan Building on Haviland Street which provides excellent accommodation for both service and customer parking.

HIGHWAY SAFETY SECTION

The Safety Section plans and co-ordinates the following programs:

(1) Promotion of Highway Safety;
(2) Driver Improvement;
(3) Motor Vehicle Inspection.

PROMOTION OF HIGHWAY SAFETY

(a) Driver Testing

The basic objective of driver testing is to establish and maintain acceptable standards for the issuance of driver licenses for all classes of vehicles in accordance with the provisions of the Highway Traffic Act, Regulations, and Departmental policy. To obtain a driver's license, an applicant needs the necessary knowledge, skill, physical and mental ability to operate a motor vehicle safely. A driver examiner tests all drivers requiring an initial license and those requiring a higher class of license. This is done through written examination of rules of the road, vision screening and actual road tests with applicable vehicle.

In 1984, the driver testing section conducted 4,170 written and oral knowledge tests, with a failure rate of 19%. Road tests were administered to 3,893 applicants, with a failure rate of 43%. Motorcycle road tests were given to 343 applicants, with a failure rate of 6%. The total number of written and driving tests administered in the five regional offices in Charlottetown, Summerside, Alberton, Souris and Montague was 8,406.

To promote correct driving habits, the Division encouraged the private sector to become involved in a Driver Education pilot program in the Summerside area. Although there were no successful applicants to conduct a pilot program in the Summerside area, several private companies started schools which gave equivalent Driver Education instruction in Kings and Queens Counties. A twenty-five hour in-classroom driver education instruction course was started in the Kinkora High School.

The Driver Education course is designed to help drivers develop good driving habits and to obtain a driver's license.

(b) Media Program

This section provides safety information to the driving public in all areas of highway driving. Each year the Safety Division uses newspapers, radio and television to deliver messages promoting bicycle safety, rules of the road, pedestrian safety, winter driving, and seat belt use. Impaired drivers are a continual problem on the highways and a constant campaign is conducted to encourage people not to drive after they have been drinking.

In 1984, the Division promoted the use of seat belts throughout the Province by encouraging all drivers to buckle their seat belts. An information booth travelled throughout the province to malls, fairs, and exhibitions demonstrating how effective seat belts were in preventing injuries in accidents.

A Seat Belt Survivors Club was initiated to recognize those people involved in accidents where the seat belt prevented an injury or fatality. In 1984, five people joined the Seat Belt Survivors Club.

(c) Accident Reporting System

Computer records are kept on all reported motor vehicle accidents. During 1984, it is estimated that 909 million kilometers were driven by motor vehicles on Prince Edward Island. There were 3,169 collisions resulting in 886 injuries and thirty-one fatalities. The thirty-one fatalities included eighteen drivers, four passengers, one motorcycle operator, five pedestrians, one cyclist, one snowmobile operator, and one in which the road user class was not stated.

Two of the twenty-three fatally injured vehicle occupants were using a seat belt or restraint system. There were forty-two vehicle occupants involved in nineteen fatal collisions: sixteen were injured, twenty-three were killed and three occupants had no physical injuries. (This does not include pedestrian collisions, collisions involving a motorcycle, or a bicycle.)

Alcohol was involved in 58% of the fatal accidents.

DRIVER IMPROVEMENT

The primary function of the Driver Improvement Section is to identify the problem drivers (by their driving record) and induce them to change their driving habits and attitudes, thereby reducing fatalities, injuries, and property damage.

(a) Defensive Driving Courses

Courses on safe driving habits have been developed by the Canada Safety Council with the co-operation of the Provincial Government. Attendance at these courses is voluntary and those who successfully complete the course are given a bonus of three points which can be used as a credit in the Demerit Point System. Besides the attraction of three demerit points, the Defensive Driving Course develops safer drivers for Prince Edward Island highways.

In 1984, there were 25 Defensive Driving Courses offered in the Province with 407 students participating and 370 successfully completing the course.

(b) Driver Improvement Courses

When a driver accumulates six or more demerit points, a letter is issued advising of the consequences which could result from further demerit points. If a driver accumulates nine or more demerit points, the driver is required to attend a driver improvement interview in which the driver is assisted in achieving an awareness of the driving problem and developing a solution to that problem. After a driver accumulates twelve or more demerit points, the license is suspended for a period of three months. To have suspended licenses reinstated, drivers must attend a reinstatement interview and it is a mandatory condition of the reinstatement of licenses that drivers attend a Driver Improvement Course within six months of having their license returned. If a driver fails to attend the required course, the license may be further suspended.

In 1984, six Driver Improvement Courses were held throughout the Province with 289 drivers required to attend. 176 of those attended, with 141 successfully completing the course.

(c) Driver Rehabilitation

This is the Alcohol and Drug Abuse Program. All drivers who are convicted of a second or subsequent offence pursuant to Sections 234, 234.1, 235, or 236 of the Criminal Code of Canada must attend an Impaired Drivers Course conducted by the Highway Safety Division. This course must be completed before a driver suspended under these sections can have his driver's license reinstated.

In 1984, five courses were conducted throughout the Province with 174 suspended drivers attending and 162 of the attendants completing the course. Anyone who did not complete the course would not have their license reinstated.

A new program was started this fall in which drivers with three or more convictions for impaired driving were required to be assessed for curative treatment by a counsellor at an Addiction Service Centre. A probationary driver's license would be returned to the driver **only** if the treatment program recommended by Addiction Services was followed. The probationary license would be valid as long as the curative program was followed. In 1984, forty-two drivers were put through this program.

ANNUAL MOTOR VEHICLE INSPECTION

The Motor Vehicle Inspection Program continued in 1983 to monitor the operating condition of motor vehicles in Prince Edward Island. The compulsory inspection of passenger cars, light trucks, heavy trucks, trailers and motorcycles totalled 75,290. Motorcycles were required to be safety inspected beginning January 1983.

Regulations were passed to begin a periodic inspection of farm trucks beginning January 1, 1985.

In 1984, there were 185 inspection stations with 369 licensed mechanics involved in the periodic inspection program. The inspection stations and licensed mechanics carried out the following inspections:

Vehicles Inspected	75,380
Vehicles Approved	69,150
Vehicles Rejected	6,230

The Motor Vehicle Inspection Officers co-operated with police agencies to conduct stop-check programs for unsafe vehicles on the highways. There were 10,219 vehicles observed in 19 stop-check programs.

RECORDS SECTION

This Section maintains records on all drivers who have had convictions for motor vehicle related offences and who are scheduled for counselling activity such as an interview or a re-examination. This Section also maintains documents on compulsory insurance, accident statistics and motor vehicle dealers.

This section issues abstracts of driving records to individuals and insurance companies.

During the period April 1, 1984 to March 31, 1985, the Records Section processed approximately 69,049 transactions for various reasons. A summary of the major activities are shown in the table following. (1983-84 figures are shown for comparison purposes.)

		1983-84	1984-85
1.	**Driver License Suspensions**		
	a) Criminal Code	1,338	1,369
	b) Demerit Point System	457	411
2.	**Driver Licenses Confiscated**		
	a) Criminal Code	177	182
	b) Demerit Point System	112	91
3.	**Driver License Reinstatement**		
	a) Criminal Code	1,138	952
	b) Demerit Point System	362	290
4.	**Compulsory Insurance**		
	a) Cancellations received from Insurance Companies	14,069	17,668
5.	**Accidents**		
	a) Fatalities	36	28
	b) Injuries	856	925
	c) Number of Fatal Accidents	33	24
	d) Number of Collisions	2,855	3,377
6.	**Judgment Recovery (P.E.I.) Ltd.**		
	a) Number of new cases	14	11
7.	**Dealer Trade Licence**		
	a) Class "A" New and Used Vehicles	30	30
	b) Class "B" Sub-dealers	3	3
	c) Class "C" Used Vehicles	46	48

MOTOR VEHICLE REGISTRATIONS & REVENUE

APRIL 1/84 TO MARCH 31/85

	Cars	Trucks	Trailers	Farm Trucks	Fire Trucks	1/3 Yr. Trucks	PRP Plates	Prorate Fees	Cab Cards	Trip Permits	M.C.	S.B.	S.M.E.	S.V.	Snow Mobiles	Drivers License	Other*	Revenue
April	9,165	4,933	1,099	602	20	326	230	730	869	43	626	10	102	75	–	2,258	10,944	764,826.83
May	2,697	2,381	1,212	311	12	220	46	333	447	92	642	–	44	48	–	2,744	14,687	351,564.70
June	1,864	484	833	51	2	70	12	183	229	60	303	2	11	13	–	2,694	12,468	178,398.31
July	1,117	288	580	30	5	29	8	141	193	61	148	–	4	6	–	2,712	11,683	117,070.15
August	1,143	316	244	69	–	502	13	99	147	74	80	7	3	2	–	2,767	10,664	162,554.59
September	813	227	103	61	3	51	3	52	94	55	31	4	–	7	–	2,246	9,336	78,862.44
October	993	287	87	39	1	29	10	78	212	83	6	2	3	5	–	2,632	10,372	83,885.58
November	760	250	30	9	3	5	7	85	143	114	–	5	5	–	1	2,322	13,518	103,685.29
December	423	151	13	9	1	214	5	108	139	68	–	7	12	3	5	2,022	5,799	71,263.69
January	3,198	722	34	26	11	38	8	174	251	71	30	159	23	12	10	2,361	5,508	171,589.50
February	7,358	1,447	34	69	17	9	40	646	819	40	72	116	34	20	7	1,907	6,626	356,111.95
March	23,461	3,769	60	381	44	7	92	2,005	2,173	40	222	76	175	69	4	2,228	10,325	1,075,160.30
TOTALS	52,992	15,255	4,329	1,657	119	1,500	474	4,634	5,716	801	2,160	388	416	260	28	28,893	121,930	3,514,973.33

*Public Vehicles, Dealers, Instruction permits, Duplicate copies Transfers, M.V.I. Stickers, Abstracts, Miscellaneous Receipts, Appointment Fees, Administration Fees, Reinstatement Fees.

NOTE: Mail-in registrations: 3,750 passenger cars
266 commercial vehicles
4,013 Total

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
Province of Prince Edward Island

STATEMENT OF EXPENDITURES
Year Ending March 31, 1985

General Administration

Salaries	491,638
Office Supplies & Postage	11,748
Tel & Tel	82,588
Miscellaneous	3,181
Office Equipment	2,971
Maintenance & Repairs	3,489
Bad Debt Expense	72,872
Travel	16,740
Total General Administration	685,227

HIGHWAY DIVISION

Maintenance Administration

Salaries	1,604,463
Tel & Tel	11,973
Equipment	12,098
Travel	163,083
Total Maintenance Administration	1,791,617

MAINTENANCE OF UNPAVED ROADS

Prince County

Prince 1	141,726
Prince 2	67,291
Prince 3	62,816
Prince 4	71,112
Total Prince County	342,945

Queens County

Queens 1	155,174	
Queens 2	74,285	
Queens 3	105,900	
Queens 4	71,336	
Queens 5 & 6	59,852	
Total Queens County		466,547

Kings County

Kings 1	89,451	
Kings 2	75,470	
Kings 3	75,747	
Kings 4	49,653	
Kings 5	58,725	
Total Kings County		349,046
Total Maintenance of Unpaved Roads		1,158,538

Maintenance of Unpaved Roads

Prince County	1,813,100	
Queens County	1,810,369	
Kings County	1,474,870	
Total Maintenance of Paved Roads		5,098,339

Maintenance of Bridges

Wages	69,592	
Materials & Supplies	36,193	
Contract Services	94,870	
Total Maintenance of Bridges		200,655

Snow Removal

Materials & Supplies	316,535	
Contract Services	3,506,638	
Total Snow Removal		3,823,173

Sanding & Salting

Wages	932,327
Materials & Supplies	2,203,931
Total Sanding & Salting	3,136,258

Traffic Engineering

Data and Design	74,009
Signing	570,992
Marking	634,287
Lighting	207,870
Total Traffic Engineering	1,487,158

Mechanical — Government Garage

Salaries	4,728,879
Equipment	84,026
Material & Supplies	2,662,925
Contract Services	21,195
Travel	60.698
Telephone, Radios & Taxes	130,596
Total Mechanical Branch	7,688,319

TOTAL HIGHWAYS ORDINARY ACCOUNT	25,069,284

HIGHWAY SAFETY BRANCH

Administration

Salaries & Wages	72,314
Tel & Tel	24,999
Miscellaneous	597
Travel	6,364
Total Administration	104,274

Motor Vehicle Inspection

Salaries	24,473
Materials & Supplies	19,024
Travel	19,509
Total Motor Vehicle Inspection	63,006

Driver Improvement Program

Salaries	121,950	
Office Rent	485	
Miscellaneous	480	
Travel	8,024	
Total Driver Improvement Program		130,939

Promotion of Highway Safety

Salaries	141,848	
Equipment	1,547	
Materials & Supplies	65,365	
Consultant	2,775	
Travel	9,034	
Total Promotion of Highway Safety		220,569

Registration & Licensing

Salaries	274,292	
Office Supplies & Postage	11,821	
Equipment	5,113	
Materials & Supplies	107,055	
Travel	6,122	
Total Registration & Licensing		404,403

Records

Salaries	132,040	
Total Records		132,040

Summerside

Salaries	187,767	
Travel	2,020	
Total Summerside		189,787

Montague

Salaries	26,328	
Total Montague		26,328

Alberton

Salaries 27,924

Total Alberton 27,924

Souris

Salaries 24,226

Total Souris 24,226

Highway Scales

Equipment 103
Materials & Supplies 44,169
Contract Services 4,156
Salaries 329,169
Travel 10,758

Total Highway Scales 388,355

TOTAL HIGHWAY SAFETY DIVISION 1,607,577

TOTAL HIGHWAY SAFETY BRANCH 1,711,851

PARKS & SERVICES BRANCH

Services Administration

Salaries 47,875
Travel 1,444

Total Parks & Services Administration 49,319

Metric Conversion

Salaries 26,781
Travel 4,095
Telephone & Office 1,825
Material & Supplies 1,267

Total Metric Conversion 33,968

Audio Visual Service Centre

Salaries	177,542
Travel	7,702
Audio Visual Equipment	9,810
Equipment Repairs	28,368
Total Audio Visual Service Centre	223,422

Postal Services

Salaries	89,905
Postage & Equipment Rentals	593,958
Contract Services	13,908
Equipment	138
Repairs & Maintenance	8,327
Total Postal Services	706,236

Information Services

Salaries	148,160
Travel	737
Telephone & Telegraph	27,022
Field Equipment & Supplies	11,305
Office & General	4,964
Total Information Services	192,188

Printing Services

Salaries	388,144
Travel	1,279
Telephone & Telegraph	6,736
New Equipment	352
Equipment Repairs	20,415
Material & Supplies	213,624
Reproduction Equipment Rentals	274,770
Total Printing Services	905,320

TOTAL SERVICES BRANCH **2,110,453**

PARKS BRANCH

Parks Branch Administration

Salaries	104,023
Travel	8,725
Office & General	2,774
Material & Supplies	16,802
Contract Services	1,712
Grants (Mill River)	1,112,501
Total Parks Branch Administration	1,246,537

PARKS OPERATIONS

Parks — Headquarters

Salaries	200,656
Travel	10,999
Telephone & Telegraph	2,552
Material & Supplies	42,191
Contract Services	2,202
Total Parks Headquarters	258,600

Parks — Eastern Region

Salaries	637,394
Travel	25,949
Office & General	605
Telephone & Telegraph	12,348
Material & Supplies	172,753
Contract Services	19,689
Total Parks — Eastern Region	868,738

Parks — Western Region

Salaries	539,143
Travel	14,451
Office & General	726
Telephone & Telegraph	15,498
Material & Supplies	158,274
Contract Service	4,807
Total Parks — Western Region	732,899

Brookvale Ski Park

Salaries	71,053	
Travel	796	
Office & General	72	
Telephone & Telegraph	848	
Material & Supplies	27,069	
Contract Services	178	
Total Brookvale Ski Park		100,016
TOTAL PARKS BRANCH		3,206,790
TOTAL PARKS & SERVICES BRANCH		5,317,243

BUILDINGS BRANCH

Building Administration

Salaries	68,156	
Travel	1,343	
Total Building Administration		69,499

Insurance

Salaries	36,237	
Travel	1,489	
Administration	210,946	
Material & Supplies	65	
Consultant Fees	5,769	
Total Insurance		254,506

Energy Conservation Pilot Project

Salaries	30,342	
Travel	5,135	
Equipment	11,914	
Material & Supplies	562	
Contract Services	647	
Total Energy Conservation		48,600
Total Building Administration		372,605

Construction Administration — Buildings

Salaries	300,144	
Travel	21,599	
Technical & Drafting Equipment and Supplies	4,519	
Total Construction Administration — Buildings	326,262	326,262

Maintenance Administration — Buildings

Salaries	492,939	
Travel	31,158	
Material & Supplies	10,523	
Total Maintenance Administration Buildings	534,620	

Maintenance of Buildings

Basin Head Museum	7,010
Beach Grove Infirmary	274,362
Belmont St. Warehouse	5,153
Brudenell Complex	138,922
Bunbury Nursery	32,477
Charlottetown Hospital	467,787
Coles Building	105,006
Court House Alberton	11,549
Fisheries Equipment Building	4,525
40 Great George St.	24,229
Government House	249,808
Greenhouse & Header House — Hurry Road	304,471
Health Centre, Summerside	62,444
Hillsboro Hospital	471,423
Home for the Aged	249,882
Jones Building	455,247
Kings Co. Court House & Jail	32,922
Kings Co. Forestry Depot	15,311
Lady Slipper Visitors Centre	18,267
Orwell Cove Museum	5,476
Portable Classrooms	107,927
Prince Co. Forestry Depot	10,625

Prince Co. Courthouse & Jail	103,104
P.E.I. Hospital	362,804
Province House	105,761
Province House Annex	51,001
Provincial Sanatorium	481,387
Scalehouse — Borden & Wood Islands	9,481
Shaw & Sullivan Buildings	2,022,725
Sherwood Hospital	38,186
Sleepy Hollow Correctional Centre	183,941
Southern Kings Highway Depot	17,897
Southern Kings & Queens Regional Services Centre	45,892
Travel Bureau — Wood Islands	32,501
Travel Bureau — Brackley	3,711
Tourist Interpretive Centre — Poole's Corner	31,191
Veterinary Building — O'Leary	32,617
West Prince Regional Services Centre	35,989
Total Maintenance of Buildings	6,613,011
TOTAL MAINTENANCE OF BUILDINGS BRANCH	7,147,631

ACCOMMODATION

Accommodation — Administration:

Salaries	27,899
Travel	599
Equipment	1,119
Contract Services	15,384
Total Accommodation Administration	45,001

Rent or Leased Premises

Airport — VIC	287
Alberton — VIC	684
Aulac — VIC	8,497
Brackley — VIC	452
Cambridge Building	187,453

Caribou VIC	3,341
Carvell Building	6,114
Cavendish Cottage	7,957
Cavendish VIC	5,957
C.N. Marine	500
Eastern Kings Health Centre	8,498
Eastern Kings Reg. Serv. Centre	76,005
East Prince Reg. Serv. Centre	160,330
Evangeline Health Centre	3,560
Farm Centre	18,300
F. W. Strong Building	21,406
Island Transit	18,425
Johnston Building	103,603
Kent Place	60,206
Kensington Community Centre	3,788
Kings County Memorial Hospital	9,498
Memorial Building	89,311
Morell Fire Hall	2,709
Walter MacDonald (Garage)	4,200
New Courthouse	683,129
O'Leary Community Hospital	4,356
O'Leary Dental Clinic	2,116
P.E.I. Liquor Control Commission — Borden V.I.C.	14,777
Prince County Hospital	2,967
Research Station	177,164
Royalty Mall	245,844
Souris Town Hall	3,165
St. Paul's Rectory	14,001
Summerside Waterfront Dev. Corp.	21,091
Albert Thomas Bldg. (Education)	36,934
Albert Thomas Building	2,300
Tignish Health Co-op	3,898
D. Tweel Finance Building	600
White Star Laundry	9,744
Total Rent or Leased Properties	2,023,167
Total Accommodation & Leased Properties	2,068,168

Properties & Surveys

Salaries	481,360	
Travel	20,481	
Office — General	338	
Prop. Taxes on Prov.-Owned Prop.	19,920	
Field Equipment & Supplies	81,451	
Control Survey Network Maint.		
Legal Fees & Contract Services	6,318	
Total Properties & Surveys	609,868	609,868
TOTAL BUILDINGS BRANCH		10,524,534

TRANSPORTATION BRANCH

Salaries	128,167	
Travel	12,006	
Office & General	1,075	
Transportation Advisory Services	11,123	
Urban Transport Assistance		
Program	62,032	
Total Transportation	214,403	

Island Transit

Salaries	43,485	
Travel	166	
Office & General	733	
Telephone & Telegraph	816	
Material & Supplies	39,308	
Total Island Transit	84,508	
TOTAL TRANSPORTATION BRANCH		298,911

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
Province of Prince Edward Island

CAPITAL EXPENDITURES

HIGHWAYS DIVISION

Construction Administration

Salaries & Wages	874,007
Travel	3,216
Miscellaneous	16,400
TOTAL CONSTRUCTION ADMINISTRATION	893,623

CULVERT C/A

Prince County	217,043
Queens County	293,808
Kings County	104,253
TOTAL CULVERT C/A	615,104

BRIDGES C/A

Prince County

Anglo, Tignish	11,506
Branch Road, Tryon	24,963
Goffs (Cascumpeque) Bridge	34,619
Leards Bridge, Coleman	20,078
MacIsaac Road Arch, Richmond	34,350
Montrose Bridge	22,850
Muddy Creek Arch	20,843
Scales Pond, Freetown	34,438
Tryon Arch	22,206
Total Prince County	225,853

Queens County

Desable Bridge	44,273
Hurst Road Arch	14,681
Johnstons River	10,319
Oyster Bed Bridge	19,600
Point DeRoche Bridge	25,385
West River Causeway	19,421
Total Queens County	133,679

Kings County

Hunter Bridge, Upton	69,641	
Kenny Road, St. Teresa	32,568	
Red House Bridge	43,066	
Ross' Bridge, Sturgeon	26,040	
Total Kings County		171,315
Bridge Miscellaneous C/A		138,437
TOTAL BRIDGES C/A		669,284

ECONOMIC REGIONAL DEVELOPMENT AGREEMENT

Seven Mile Road	868,799	
Vernon River	515,869	
Western Road — Profit Corner	722,399	
TOTAL ECONOMIC REGIONAL DEVELOPMENT AGREEMENT		2,107,067

HIGHWAY CONSTRUCTION

Highway Strengthening Project

Allan Road—Ellis River Bridge	827,387	
ATL Prov. Motor Carrier Benefit Study	9,880	
Blueshank Rd. — Graham's Rd. (Base)	160,859	
Blueshank Rd. — Graham's Rd. (Seal)	277,976	
Blueshank Rd. — Kensington RR (Base)	60,838	
Blueshank Rd. — Kensington RR (Seal)	190,198	
Clyde Rd. — Smith Rd.	959,311	
Graham's Rd. — Blueshank Rd. (Rehab)	6,480	
Loyalist Rd. — Brookfield	6,331	
Milton — Loyalist Rd.	7,122	
Richmond — Ellerslie East	360,191	
Richmond — Ellerslie West	497,185	
Truck Origin Destination Survey	67,845	
Total Highway Strengthening Project		3,431,603

PROVINCIAL RECONSTRUCTION

Prince County

Blueshank Road	900,522
Boulter Road	388,232
Coleman Road	205,492
Greenmount Road	380,750
Kelvin Grove Road	191,537
Rt. 1A — North Bedeque West	160,198
Total Prince County	2,226,731

Queens County

Bedeque Road	552,878
Bedford Road	282,594
Belle River Road	54,687
China Point Road	237,720
Covehead Heave	19,420
C.T.C. Intersection	50,326
Darlington Road	113,244
Kingston Road	570,765
Lower Malpeque Road	282,065
New London Road	115,412
Norwood Corner Lights	37,890
Poplar Ave., Sherwood	48,266
Riverside Drive	519,920
Roseberry Road	97,025
Rustico Road	215,063
Valhalla Dr., Sherwood	73,584
Wiltshire Road	318,835
York Road	276,979
Total Queens County	3,866,673

Kings County

Baldwins Road	634,772
Bangor Road	338,051
East Point Road	481,098
Fortune Road	44,050
Sailor Hope Road	123,852
Shore Road	155,510
Total Kings County	1,777,333
Total Provincial Reconstruction	7,870,737

Survey & Travel Expenses	1,020,419	
Asphalt Materials	86,256	
Seeding Operation	3,334	
Bush Cutting Prince County	38,872	
Bush Cutting Queens County	28,939	
Bush Cutting Kings County	56,368	
		1,234,188
TOTAL HIGHWAY CONSTRUCTION		12,536,528

PROVINCIAL PAVING

Prince County

Acadian Village — Mt. Carmel (83)	5,417	
Beaton Road (83)	17,395	
Bedeque Intersection (83)	6,545	
Bernard Road (83)	12,565	
Blueshank Road (83)	79,348	
C.F.B. Summerside Intersection	59,337	
Duke Street, Summerside (83)	9,645	
Hamill Road (83)	8,522	
Harper Lane Road	1,559	
Kelvin Grove Road (83)	32,505	
Kinsmen Road (83)	5,346	
MacIntyre (Clermont) Road	24,671	
McInnis Property Tignish	20,710	
Old Princetown Road	83,676	
Penwarden Road (83)	24,583	
Pine Drive, St. Eleanors	3,703	
Praught Road (83)	7,466	
Victoria Street, Kensington	31,652	
1st Prince Ditching	111,240	
2nd Prince Ditching	96,977	
3rd Prince Ditching	90,537	
4th Prince Ditching	83,854	
Total Prince County		817,253

Queens County

Allan St. — Mt. Edward Rd. Intersection	98,225	
Barlow Road (83)	2,186	
Bedeque Road (83)	22,007	

Belvedere Ave. Sidewalk (83)	123,584
Cobb Rd. (83)	2,233
Cornwall Intersection (83)	7,497
Corrigan Road (83)	9,261
Dock Rd. (83)	24,709
Dougan Rd. (83)	1,099
Gauls Road	12,764
Green Gables Golf Course Snow Trap	2,500
Gulf Shore Road	51,406
Head of Hillsboro Rd. (83)	24,763
Horne Cross Rd. (83)	6,811
Inkerman Rd. (83)	27,790
Kingston Rd. (83)	39,118
Lewis Road (83)	30,455
Love's Property, E. Royalty	165,250
Lower Prince St. Parking Lot Access	18,531
MacQuarrie's Rd. (83)	4,337
MacWilliams Road (83)	9,202
Matheson Road (83)	2,870
Millvale Road	30,352
Molyneaux Rd. (83)	19,684
Old Cardigan Road (83)	6,437
Old Government Road	4,968
Pennpoint Rd. (83)	8,506
St. Patricks Road (83)	21,916
St. Pius — St. Peters Rd. Intersection	8,052
Selkirk Road (83)	141,011
Southport, Bayside Rd.	3,000
Spruce Lane Rd. (83)	8,921
Tracadie Hall Rd. (83)	2,258
Union Rd. Diversion (83)	28,484
Vickerson Rd. (83)	22,418
Webster Corner Rd. (83)	921
1st Queens Ditching	74,092
2nd Queens Ditching	56,983
3rd Queens Ditching	82,190
4th Queens Ditching	65,870
5th & 6th Queens Ditching	42,237
Total Queens County	1,314,898

Kings County

Brothers Rd. (83)	13,280	
Burnt Point Rd. (83)	8,651	
48 Road (83)	58,195	
Gladstone Rd. (83)	17,170	
Goose River Rd. (83)	18,481	
Greenhill Rd. (83)	5,868	
Lower Cardigan Rd. (83)	25,892	
Lower Montague Rd. (83)	14,485	
MacKay (Bangor) Road (83)	5,563	
Main St., Souris Sidewalk (83)	951	
Millburn Road (83)	13,792	
Montague, Main Street	6,324	
Murray Harbour Cemetery (83)	2,408	
Naufrage Road (82)	9,139	
Naufrage Road (83)	22,345	
Riley's Lane Rd. (83)	1,857	
Sheep Pond Road (83)	3,300	
Southampton Rd. (83)	35,856	
Wightman's Point Rd. (83)	14,121	
1st Kings Ditching	68,257	
2nd Kings Ditching	86,035	
3rd Kings Ditching	69,806	
4th Kings Ditching	64,803	
5th Kings Ditching	69,338	
Total Kings County		635,917
TOTAL PROVINCIAL PAVING		2,768,068

SUB-DIVISIONS

Gardiner Realty Sub-division	2,314	
Keith Lank's Sub-division (Lewis Pt).	13,819	
Keith Lank's Sub-division (Ext. Lewis Pt.)	6,027	
Parkside Dr. Sub-division	2,932	
Sherwood Estates Sub-division	553	
Southview Estates Sub-division	47,334	
TOTAL SUB-DIVISIONS		72,979

HIGHWAY LABORATORY		304,605
PAVEMENT ASSISTANCE FOR DRIVEWAYS		152,378
PAVEMENT MANAGEMENT SYSTEM		69,443
CAPITAL GARAGE EQUIPMENT		218,790
HIGHWAY LIGHTING		22,424
CHARLOTTETOWN AREA LANDFILL SITE		114,001
TOTAL HIGHWAYS CAPITAL ACCOUNT		20,544,294

PLANNING BRANCH

Mill River	392,644	
Parks Upgrading	250,607	
Total Capital Expenditures — Planning Branch	643,251	643,251

CAPITAL BUILDINGS BRANCH

Charlottetown Hospital	805,141	
Miscellaneous Land Purchases	173,329	
P.E.I. Hospital	1,132,289	
Provincial Sanatorium	61,062	
Sleepy Hollow Correctional Centre	151,018	
S. Kings/Queens Reg. Serv. Centre	10,859	
Total Capital Expenditures — Buildings Branch	2,333,698	2,333,698

TOTAL CAPITAL EXPENDITURES — DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS	23,521,243